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# **FY 2004-2007 Special MAG Transportation Improvement Program**



**Vol. II Technical Reports**

**November 25, 2003**

**FISCAL YEARS 2004 THROUGH 2007**

**SPECIAL**

**MARICOPA ASSOCIATION OF GOVERNMENTS**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**VOLUME II - TECHNICAL REPORT**

This report was approved by  
the Regional Council of  
the Maricopa Association of Governments  
on November 25, 2003

This report was prepared by the Maricopa Association of Governments in cooperation with the Arizona Department of Transportation, the Regional Public Transportation Authority/Valley Metro, the Federal Highway Administration and the Federal Transit Administration and was financed in part by the Federal Highway Administration.

## **CERTIFICATION**

(See Printed version for signed cover page)

Prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Maricopa Association of Governments, the Metropolitan Planning Organization for the Phoenix, Arizona, urbanized area and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of :

- I. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 21000, 49 CFR part 23);
- IV. The provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended);
- V. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

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Dale Buskirk, Director	Date
Transportation Planning Division	
ARIZONA DEPARTMENT OF TRANSPORTATION	

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Dennis Smith, Executive Director	Date
MARICOPA ASSOCIATION OF GOVERNMENTS	

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# **SECTION 1**

## **INTRODUCTION**

As part of the process to review and improve the production and publication of the Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP), the TIP is being published in a different fashion to the way in which it was presented prior to the FY 2003-2006 MAG TIP. This TIP is being published in three volumes. The first volume is an Executive Summary, which gives an overview of the TIP process, summarizes the federally funded projects and some of the larger, regionally significant, locally funded projects being added to the TIP and also includes a brief synopsis of the funding that is incorporated. The second volume provides the majority of the explanation of the TIP process and contains the details that the Executive Summary omits. The final volume contains the full Listing of Projects. This format facilitates the publication of the TIP in its entirety on the Internet and also provides easier access to the information available.

## **MAG PLANNING PROCESS**

The Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP) is prepared annually. The TIP serves as a five-year regional guide for the preservation, management and expansion of public transportation services including highways, arterial streets, transit, demand management and alternative mode improvements in Maricopa County. MAG is the designated Metropolitan Planning Organization (MPO) for the Phoenix metropolitan area. MAG, in cooperation with the Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA/Valley Metro), is responsible for the development of the MAG TIP.

The compilation of the TIP for highway, transit, demand management and alternative modes projects (bicycles, pedestrians, telecommunications, etc) is performed through the MAG committee structure. These committees include representatives from each city and town in Maricopa County plus representatives from the Gila and Salt River Indian Communities, Maricopa County, the Arizona Department of Transportation and the City of Apache Junction (which is outside Maricopa County but within the MAG Urbanized Boundaries) as well as the RPTA/Valley Metro and other interested groups and citizens at large. Committee members are typically appointed by each participating jurisdiction or State agency and are charged with providing input to the various MAG documents and recommending federally funded projects to be evaluated through the MAG Management Systems. Final authority for the adoption of the TIP is the MAG Regional Council.

## **CONCEPT AND ROLE**

The Phoenix metropolitan area has been developing regional transportation plans since 1960. With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), MAG and local governments were given greater responsibility, flexibility and funding. These region planning responsibilities were strengthened under the legislation that replaced ISTEA, the Transportation Equity Act for the 21st Century (TEA-21), which was approved on June 9, 1998. With these new responsibilities, MAG has developed a mix of highway, transit, demand management and air quality improvement projects that address regional and local transportation and environmental goals.

Projects in this TIP are drawn from the MAG Long Range Transportation Plan and the Short Range Transit Plan. Projects generated by each of these plans have been merged together into a four-year regional program for the purpose of improving the overall efficiency of the existing transportation system while incrementally developing each of these plans.

## **MAG TRANSPORTATION PLANNING DESIGNATIONS**

MAG is a voluntary association of governments formed to address regional issues in Maricopa County. MAG is the designated Regional Planning Agency and consists of 30 member agencies. The decision making body of MAG is the Regional Council, which is composed of one elected official from each member agency. Two representatives from the State of Arizona Transportation Board and one representative from the Citizens Transportation Oversight Committee serve on the Regional Council for transportation-related issues. MAG staff, as well as numerous committees and task forces, provide analysis and input to the Regional Council.

In 1973, MAG was designated as the Metropolitan Planning Organization by the Governor of Arizona. One of the primary purposes of MAG is to develop transportation plans and programs for the Maricopa County region. In addition, MAG has the responsibility for setting priorities for the Proposition 300 Freeway/Expressway System (per ARS §28-1594).

In accordance with federal legislation, the MAG region has also been designated as a Transportation Management Area (TMA), as it has a population of over 200,000. MAG carries out a continuous, comprehensive and coordinated transportation planning process in cooperation with both ADOT and RPTA/Valley Metro within the TMA.

Regional transportation planning is conducted by MAG, including performing planning functions related to streets, highways, bicycle facilities, airports, regional development, and air quality. MAG contracts for transit planning support through RPTA/Valley Metro.



## **LONG RANGE STREET AND HIGHWAY PLANNING**

The Street and Highway Plan for Maricopa County, adopted in 1960, was the first long range transportation plan for the area. This plan served as the framework for highway and street development until 1975. At that time, the MAG Regional Council directed that the long range transportation and regional development plans be re-assessed in light of changing regional, social, and economic development factors. The re-evaluation effort culminated in January, 1978, with the Guide for Regional Development, Transportation and Housing. This report was updated and adopted by the MAG Regional Council in July, 1980.

In 1984 and 1985, transportation studies were completed for the southeast, central and western portions of the Phoenix metropolitan area. Results of these studies were assimilated into the MAG Freeway/Expressway Plan. New elements were then added to the plan by the MAG Regional Council in March and July, 1985.

On October 8, 1985, the voters of Maricopa County approved Proposition 300, which provided for a one-half cent sales tax for construction of the MAG Freeway/Expressway System. It should be noted, however, that even with the one-half cent sales tax, the backbone of the MAG Long Range Transportation Plan is still the one-mile grid system of major streets. The construction and maintenance of these streets is essential to implementing the Long Range Plan. Supplementing the basic street system are a series of committed freeways, expressways, major transportation corridor improvements, transit system improvements and alternative modes projects. Demand management activities such as ridesharing and trip reduction activities are also used.

During 1989-90, MAG conducted six studies which comprised the technical analysis to update the MAG Freeway/Expressway Plan through the year 2015. These studies addressed freeway system performance, potential new corridors, funding approaches, capacity enhancements, and construction priorities in the MAG region. Also included was the identification of a network of Roads of Regional Significance consisting of arterials spaced three to six miles apart which are intended to complement the freeway/expressway system. The MAG Regional Council adopted the Plan Update and the Roads of Regional Significance Concept in May 1991. Selected elements of the plan were updated in 1992, 1993, and 1994. The 1995 update included the updated Freeway plan following the defeat of Proposition 400. The 1996 update incorporated findings from the Northwest Study and the Major Investment Studies for the Squaw Peak and Superstition corridors. The 1997 update included extending the planning horizon from 2015 to 2017, updating freeway priorities, incorporating the latest street plans, and adding a fixed guideway starter corridor.

There was no update for 1998, but a 1998 Addendum incorporated some adjustments to the Life Cycle Construction Program and Long Range Plan for freeways and updated the long range street plan as submitted by member agencies. The 1999 update included completion of the regional freeway system by 2007; construction of HOV systems on I-10,

I-17, US-60 (Superstition freeway) and State Route 51; improvements to State Route 85 and Grand Avenue; and extensions of facilities in the South Mountain and Estrella Corridors. The 2000 update extended the time horizon to 2020. The 2002 update is being completed in conjunction with this TIP.

Coincidental with the production of the FY 2002 update, an effort began to completely update the Regional Transportation Plan (RTP). This new plan is a major planning initiative that will result in a broad vision for the regional transportation system to accommodate the growth expected over the next several decades. It will provide a new policy framework to guide regional transportation investments and establish performance measures for regional transportation facilities and services that will allow us to better monitor and improve the system in the future. Also, it will identify and prioritize specific transportation facilities needed to keep up with the increasing travel demands in the region. This effort is being finalized and it is expected that individual projects will be included in the next FY 2005-2009 MAG TIP.

The change in responsibilities with regard to the programming of funds that TEA-21 introduced, has been the impetus behind the creation of the Resource Allocation Advisory Committee (RAAC). This committee, which comprises representatives from ADOT, MAG, RPTA/Valley Metro, the Pima Association of Governments (PAG) and representatives from the other MPOs and Councils of Government (COGs) meets annually to fulfill the above requirement. The main aim of this process is to ensure that a "fair share" of State and Federal funds are invested within all regions of the State. The main result of this process in the MAG region has been an increase in the capital funds being programmed as part of the TIP.

## **TRANSIT PLANNING**

MAG has official responsibility for developing the Regional Transit Plan and integrating it into the Long Range Transportation Plan. The MAG Short Range Transit Plan is prepared annually by the RPTA/Valley Metro on behalf of the MAG member cities and organizations. This plan identifies both capital and operating improvements proposed for the region in the next five years.

Local communities and various community groups have worked to develop local transit plans based on needs and preferences expressed by their citizens. In May of 1990, a regional Citizens' Advisory Committee (CAC) was established and charged with melding these diverse local plans into a comprehensive regional transit plan to serve the residents of Maricopa County.

In November and December of 1990, a draft version of the Transit Plan was presented to citizens throughout the county for review and comment. Citizens provided more than 1,500

written comments, and verbal feedback at twelve open houses held throughout the Valley. The CAC considered this extensive public input in revising the draft plan. On January 5, 1991, the CAC voted to approve the regional transit plan. With the defeat of Proposition 400, the start up of that plan was deferred.

The City of Tempe passed a transit election in September 1996 but similar elections for the Cities of Phoenix and Scottsdale, in September 1997, were unsuccessful. However, in March, 2000, a separate transit election in the City of Phoenix was overwhelmingly approved. The regional transit plan has been updated to triple bus service, quadruple express bus service and construct a 39 mile light rail transit system. More recently, initiatives by both the Cities of Mesa and Glendale have been successful.

One of the requirements of the developing RTP is that transit projects will be expected to utilize over one-third of the funds expected to be available, a dramatic shifting in the focus of regional funding for transportation.

## SECTION 2

### FACTORS CONSIDERED IN SELECTING TIP PROJECTS

The success of implementing the various elements of the MAG Long Range Transportation Plan (LRTP) depends upon proper integration and balance of regional and local priorities. With the passage of ISTEA in 1991, and its 1993 Management and Monitoring Systems regulations, MAG expanded its project selection and evaluation criteria. All applicable projects were then evaluated through the use of six management systems, i.e., congestion, intermodal, pavement, safety, bridge, and public transportation facilities and equipment. In addition, 15 planning factors were considered, analyzed as appropriate, and reflected in the planning process products, i.e., the projects selected for the TIP.

The National Highway System Designation Act, signed by President Clinton in December, 1995, effectively removed the requirement on States to implement the management systems, with the exception of Congestion Management Systems in air quality non-attainment areas. However, input from the management systems is incorporated into an annual report released to MAG agencies, together with Title VI data, to help guide decision-makers within the region while making transportation related investment decisions.

TEA-21 has changed the requirements for analyzing the 15 original planning factors (later 16) and has condensed them into seven factors to be considered. These changes are summarized as follows:

### **PLANNING FACTORS**

This subsection documents how the seven planning factors have been considered in the MAG transportation planning process and further analysis may be found in Appendix B of the 2001 update of the MAG Long Range Transportation Plan.

#### 1. Economic Vitality

The process shall support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Transportation is a critical component of any region's economic viability.
- The need for efficient transportation systems is addressed in the broader context of a Regional Vision described in the MAG sponsored Valley Vision 2025 Vision Report which was completed in January, 2000.

- In general, transportation improvements contribute to economic and employment goals by ensuring access to jobs and the smooth flow of goods and services.
- Transportation investments also expand access to lower cost peripheral land.
- Analyzing the effectiveness of transportation system performance under alternative transportation investment choices is the principal function of the MAG planning process.
- The cost effectiveness of alternative transportation investments are considered in the MAG Planning Process. The MAG Congestion Management System and the MAG freeway prioritization criteria are important components in measuring cost effectiveness.

2. Safety and security of the transportation system

The safety and security of the transportation system for both motorized and non-motorized users is a critical element of each mode of transportation. Specific safety projects are addressed as part of the programming process each year.

- Transit - the technical supplement document *Supplemental Transit Considerations* describes the current transit security system and system goals.
- Bicycles - the issue of bicycle safety is addressed in the MAG Regional Bicycle Plan of 1992 and the 1999 Plan update.
- Pedestrians - safety for pedestrians is a major focus of *Pedestrian Plan 2000* which updates the 1993 Pedestrian Plan.

3. Accessibility and mobility options

Both of the TIP and LRTP seek to enhance the accessibility and mobility options available to people and for freight and the availability and use of alternative modes of transportation.

- Freeways - MAG has responsibilities for establishing freeway priorities. Development of the priorities were guided by criteria adopted by the MAG Regional Council in March, 1993 and include: travel demand; congestion relief; accident reductions; air quality improvements; cost effectiveness; joint funding; social and community improvements; and system continuity and mobility.
- Streets - the MAG Regional Street Plan incorporates MAG member agency street plans, including arterial streets, non access-controlled highways and non arterial

streets. To facilitate a system of high mobility roadways, MAG has adopted a Roads of Regional Significance Concept.

- Transit Ridership - the ongoing planning process seeks to increase transit ridership. However, long term trends have not been favorable. At a national level, transit market share has been on a long term decline.
- Bicycles and Pedestrians - the goals of the 1999 MAG Regional Bicycle Plan fall within the realms of engineering and planning, education, enforcement, and encouragement. The 2000 update of the Pedestrian Plan contains five goals addressing areas vital to creating a mode shift away from driving and towards pedestrians. The five goals are: land use; public awareness; funding; design for people; and linkage.
- Freight - the efficient movement of all traffic, facilitates the movement of both freight and passengers.
- Aviation - The 1993 MAG Regional Aviation System Plan (RASP) Update evaluated the long-term air transportation needs in the region, and recommended improvements to accommodate future demand.

3. The environment, energy conservation and quality of life

Transportation plans should seek to protect and enhance the environment, promote energy conservation and improve quality of life.

- General - these factors are addressed in the MAG technical supplement reports to the 1993 MAG LRTP entitled *Demographic, Economic and Land Use Considerations*, and *Environmental and Energy Considerations*.
- Energy conservation - MAG modal plans which directly relate to energy conservation include tripling bus service, tripling dial-a-ride service, improving bicycle and pedestrian facilities, maintaining demand management programs, expanding HOV facilities and addition of freeway management system improvements. Freeway and street capacity improvements will reduce congestion and wasted energy use.
- Land use integration - the MAG process that ensures consistency between land use and transportation plan is documented in the 1993 Update technical report entitled *Demographic, Economic and Land Use Considerations*.
- Valley Vision 2025 committee. Valley Vision 2025 is a public/private partnership initiated by MAG to form a vision of what residents want this region to become in the year 2025. Formed in December of 1997, the Valley Vision 2025 Committee

consisted of 79 leaders representing a cross-section of business, civic and community representatives from throughout the region. MAG will continue working on the vision in a public/private partnership to develop implementation strategies and performance measures for the goals.

- Modeling - the MAG socioeconomic projections are the basic input into the MAG transportation models which forecasts transportation demand. The projection process is based on the MAG DRAM/EMPAL model and results are reviewed and adjusted by local officials through the MAG Population Technical Advisory committee.
- Environment - reductions in transportation energy use in the MAG region are closely tied to air quality goals. National standards for new cars result in less energy use and less pollution. Rigorous air quality vehicle testing programs in the MAG region help maintain these improvements.
- Enhancement Funds. All TEA-21 enhancement funds in Arizona are administered by ADOT, including project selection. MAG has established an Enhancement Funds Working Group to recommend projects for funding in the MAG region. Several projects have been selected by ADOT for TEA-21 enhancement funding in the MAG region.

#### 4. Integration and connectivity of the transportation system

- A transportation system that makes efficient use of multiple transportation modes can enhance a region's competitiveness in the global economy. With more options, the cost of transportation in both time and money can be reduced. In 1993, MAG completed the technical working paper "Intermodal Facilities and Goods Movement Considerations." In 1995, MAG completed development of a Regional Intermodal Management System.
- Specific activities called out for consideration in this planning factor are also addressed in the MAG technical support document *Demographic, Economic and Land Use Considerations*. Airports, and airport access, are specifically addressed in the 1996 MAG Regional Aviation System Plan.
- Connectivity between roads in the MAG area and roads in surrounding areas is not a significant issue in this region.

#### 5. Efficient system management and operation

- Minimizing congestion and resulting delays is a central theme in all modal elements of the MAG LRTP. In August 1994, MAG adopted a Congestion Management System (CMS). It includes a rating system for projects that incorporates current and

future congestion levels, land use planning considerations and support for multimodal projects.

- Travel demand programs are part of the air quality control measures and MAG Federal funds are used to support these programs.
- MAG Federal funds are also used to support local efforts to support traffic signal enhancements and freeway management systems. A strategic plan for ITS (Intelligent Transportation Systems) has been adopted in the region, and implementation efforts are in progress.

6. Preservation of the existing transportation system

- Infrastructure maintenance is a critical part of any transportation system. Ongoing effective maintenance of transportation infrastructure can prolong the life of the physical plant and allow longer periods before substantial capital costs for replacement structures is needed.
- Operating, maintenance and capital costs are considered in developing the funding plans for the MAG LRTP. Life Cycle costing is often used at the project level. The Transit, Bridge, and Pavement Management Systems directly address life cycle costs.

## **ACTIVITY IN SUPPORT OF THE CMS AND PLANNING GUIDELINES**

MAG has developed its Congestion Management System (CMS) which analyzes many transportation management strategies for their applicability to the MAG region. MAG transportation plans address this issue on several levels. The MAG LRTP is multimodal, including a major upgrading of the region's public transit system.

The LRTP also includes a demand management element. MAG adopted a Regional Bicycle Plan in February, 1992, for coordinating local plans and encouraging bicycling as a mode of travel. MAG also adopted Pedestrian Design Guidelines and a High Occupancy Vehicle (HOV) Plan, as well as including HOV projects in the TIP.

Evidence of the effectiveness of these plans is the inclusion of transportation system management projects in the FY 2004-2007 TIP. Numerous other TIP projects involve support for fixed or demand responsive public transit service, new buses, bicycle, pedestrian and telecommunication projects. Other roadway projects normally include sidewalks, accommodations for bicyclists, bus stops, signal improvements, and/or access control.



Another regional requirement of the CMS is that, as a minimum, a carpool/vanpool program should be implemented. The MAG region has had a regional ridesharing program for several years, and it continues to receive top priority in the future. The Regional Rideshare Program is a MAG funded program that is run in conjunction with the RPTA/Valley Metro. Rideshare offers services and technical assistance to employers and provides carpool matching for individuals. MAG also assists in funding with CMAQ funds the Capitol Rideshare Program which serves State employees.

There are three main Transportation Demand Management (TDM) initiatives underway in the MAG region. MAG annually commits Federal funds to a Trip Reduction Program that contacts employers of over 50 persons to encourage a variety of alternative methods of flexible working hours, methods and modes of transportation. MAG has implemented a video-conferencing program that is intended to allow participation in meetings without the need to travel from all parts of the region to a central location. Also, additional funds are targeted for expansion of the telecommuting program that enables workers to meet production goals without the need to travel to the workplace.

The vanpool program has acquired vehicles and organized 155 ongoing vanpools. It provides a new fully-insured van to groups of 7 to 15 people for a monthly fare. The program provides a free ride and up to 300 miles per month of personal use of the van to the volunteer driver. The Trip Reduction Program assists transportation coordinators in developing and implementing effective travel reduction programs at their work sites. It provides ideas for marketing and incentives to promote alternative transportation use.

## **MAG CONGESTION MANAGEMENT SYSTEM**

The Congestion Management System (CMS) is an ongoing regional planning effort by MAG and its members. MAG adopted the third and final phase of the CMS in September 1995. The first phase was the identification of traffic congestion areas, and was completed in 1991. The phase I report was "Analysis of Traffic Congestion and Related Problems in the MAG Region," MAGTPO, March 1991. It concluded that "congestion exists and will remain on both freeway/expressway and arterial systems." The main cause of congestion is the considerable growth in population and employment which the metropolitan region continues to experience.

The second phase of congestion management was the development of congestion management alternatives. A Congestion Management Alternatives report was prepared that developed initial congestion management system alternatives and defined the continuing process to follow for managing traffic in the MAG region. The third phase is the implementation of the MAG CMS through the recommendations of the annual report and the programming of specific improvements in the TIP.

Most recently, the CMS rating system has been upgraded to reflect changes to Intelligent Transportation System and bicycle projects. The changes to the CMS scores have been included in the project details shown in Section VII. As the CMS scores are normalized, one minor change to a CMS project affects the score of all other projects. As a result, the CMS scores may change between the release of the Draft and Final versions of the TIP.

## **PROJECT LEVEL PROVISIONS**

Project level requirements of the CMS and Metropolitan Planning Process state that all reasonable travel demand reduction and operational management strategies in the corridor are analyzed in the National Environmental Policy Act (NEPA) process. The ADOT Action Plan describes the procedure used for major roadway corridor studies ("Action Plan of the Arizona Department of Transportation for State-Funded Highway Projects", 8/11/85, by ADOT.

When federal funds are used to implement state or local transportation projects, the federal NEPA process must be followed. Depending on the size and scope of a project this may include an identification and evaluation of alternatives, including no-build and a TSM alternative.

The second project level requirement is that the results of the evaluation of alternatives be fully considered in the decision making process. For State highways or freeways the ADOT Action Plan (Page 2-7), states that "transportation corridor studies conclude with recommendations for specific types of investments to be used in priority programming and project development processes". The Priority Program is the list of projects which are developed through design, right-of-way acquisition and construction. The Action Plan, states that "This program reflects the general priority recommendations identified in the State Transportation Plan, the State Needs Study, and corridor and special planning studies."

The third project level requirement is that there are reasonable provisions to manage the proposed project, and that the State and the MPO must commit to implement other management strategies appropriate for the corridor. For high volume urban freeways, ADOT is implementing a Freeway Management System (FMS), and these projects are included in the TIP. The FMS includes real time ramp metering, incident detection and response, mainline and ramp loop detectors, closed circuit television, variable message signs, and a central control center. Freeways with high carpool and bus potential have High Occupancy Vehicle (HOV) lanes and HOV ramps and HOV bypass lanes around ramp meters are planned. Several of these projects are included in this TIP.

The TIP also includes several travel demand management programs, including the Regional Rideshare Program and the Travel Reduction Program. The Regional Rideshare

Program was described earlier. The Travel Reduction Program is a vehicle for implementing other management and demand reduction strategies at an employer level. The Maricopa County Travel Reduction Program (TRP) was begun in 1989, as mandated by 1988 state legislation.

In 1992, as also required by the 1988 legislation, the Maricopa County Board of Supervisors adopted a trip reduction ordinance which strengthened the program. In 1994, the State passed legislation which required the Travel Reduction Program to be expanded to include businesses with 50 or more employees.

## **SELECTION OF PROJECTS AND CONSISTENCY WITH OTHER PROGRAMS**

Prioritization procedures exist for freeway, roadway, transit, ITS and bicycling projects. Taken together, these procedures define an existing system whereby the MAG region selects improvements for managing congestion while maintaining urban mobility.

In March 1994, the MAG Regional Council discontinued modal and jurisdictional allocations of federal funds after fiscal year 1995. The exception were funds for freeways which maintained up to a 70 percent allocation in accord with the funding plan for the MAG Long Range Plan and ADOT Life Cycle Program. With the passage of TEA-21 and the large increase in the CMAQ funds to the region, the commitment of MAG federal funds to freeways was revised from the "up to 70 percent" level to ensure that they would not receive any less funds than those already programmed. This effectively ensures that \$34.1 million per year will be committed to Life Cycle Program. This figure is slightly more than the expected STP funds and, consequently, CMAQ eligible projects have to be developed to utilize the committed funds.

The first step in developing the FY 2004-2007 MAG TIP was to distribute the FY 2004-2008 TIP Guidance Report (TGR). The TGR was, previously, the MAG Management Systems Report. This report was designed to monitor the performance of the various transportation systems, identify needs and suggest effective strategies to improve the systems. The initial report documented the application of the management systems by illustrating transportation needs and describing the approach to be used in evaluating proposed transportation projects. The TGR has evolved over the past few years and now contains the most recent data available on the management systems; existing MAG policies and procedures for selecting projects in the TIP; and guidance on Title VI issues and other factors that need to be addressed.

The TIP is compiled under the direction of the MAG Street Committee, the Intelligent Transportation Systems Committee, the Regional Bicycle Task Force, the Regional Pedestrian Working Group, the Enhancement Fund Working Group, as well as the

Transportation Review Committee, the Management Committee, the Regional Council Transportation Subcommittee and the Regional Council. The TIP includes street, freeway and transit projects of the MAG member agencies, ADOT, the RPTA/Valley Metro and the Indian Communities. Intelligent Transportation System, travel demand management, trip reduction, bicycle, pedestrian and telecommunication projects are also included.

As this Special version of the TIP is being limited to four year, there was no need to identify new Federally funded projects for FY 2008. However, member agencies submitted some changes to federally funded projects and submitted some new locally funded projects for inclusion in the TIP. Each MAG member agency also considered the eleven required alternatives prior to selecting a project that would increase single occupant vehicle (SOV) capacity of a roadway. The submitted projects were then rated using the adopted Congestion Management System rating process. Under TEA-21, the amount of CMAQ funds available has more than doubled and a requirement to provide estimates of emission reductions for each projects submitted for consideration was followed.

During 1999, MAG staff worked with representatives from ADOT and FHWA to develop a CMAQ Methodology that could be used to estimate emission reduction benefits on projects eligible for CMAQ funds. The federal guidance indicates that some types of projects may be difficult to analyze, and the guidance allows for qualitative, as well as quantitative, methods to evaluate projects, as appropriate. This new Methodology was enhanced prior to the development of this TIP to provide an assessment of emission reduction benefits for proposed CMAQ projects. Further details are available from MAG staff.

After application of the CMAQ emission reduction methodology and the CMS rating system, projects were forwarded to the modal committees for review. Following further review by the Transportation Review Committee (TRC), planning judgment and funding realities were also considered in balancing funding levels between modes.

A draft TIP was prepared by MAG staff and reviewed by the TRC. The Management Committee and the Regional Council approved the draft for the purpose of performing a conformity analysis in October, 2003.

## **CONGESTION MANAGEMENT SYSTEM RATING PROCESS.**

Each year projects are submitted to MAG for inclusion in the TIP. Those that have an impact on traffic congestion are evaluated using the Congestion Management System (CMS) rating system that was approved by the MAG Regional Council in September, 1994. Project sponsors are required to provide certain basic data on their projects. From this information, projects are rated and compared to all other rated projects. The rating system evaluates projects based several factors including volume to capacity ratios (V/C), cost effectiveness, mobility zone strategies, and modal enhancements.

The CMS Rating System rates freeways, streets, transit and bicycle and other related projects. Each submitted CMS project includes among other items standard background information concerning location, project description, costs, length, and fiscal year of development. In addition, CMS projects provide additional information such as volume to capacity ratios for the present and future, mobility zone designations, land use planning information, and modal enhancement features. Other project categories such as Transportation Demand Management (TDM) and Transportation System Management (TSM) projects are also rated but through a staff and committee review process. This process is based on reviews by the MAG technical advisory committees, staff recommendations, and a review by the MAG Management Committee.

Projects that have additional modal improvements besides their basic function receive additional points. For example, an arterial widening project with bus stops and a bike lane receives more points than an arterial project alone. A bus purchase project receives more points if the buses have bike racks and service upgrades than will a simple purchase of several buses. Bike lanes receive more points if they are on the adopted MAG Bicycle Plan than if they are not.

Each project is initially awarded 50 base points. Based on input data from the applicant, additional points can be computed and added to the project's base points. Each of the five areas of analysis, congestion factor, performance cost factors, mobility factors, and multi-modal factors, have criteria associated with them that can be converted to standardized or z-scores. This methodology converts all raw scores into standard deviation rankings that eliminate the need to compare or convert different units of measurement i.e., cost per passenger mile compared to volume to capacity ratios.

Using the z-scores multiplied by various weighting factors, the base points plus the standardized scores are normalized to produce scores between 1 and 100. The higher the score the better a project is at reducing congestion. These scores are all relative to each other and are not compared to a fixed standard or congestion goal. Scores for applicable projects are calculated and listed in the MAG TIP. They are used as a guide in determining the congestion benefits of a project regardless of the project mode. These scores are shown in the tables in Section VII.

## **SETTING FREEWAY PRIORITIES**

MAG is responsible for setting priorities for the regional MAG Freeway Plan, which is funded primarily by a county-wide half-cent sales tax approved by the voters as "Proposition 300" in 1985. Since January 1986, MAG has adopted and periodically reviewed priorities for Proposition 300 freeways. These priorities are followed by ADOT in scheduling roadway development. In 1992, the Arizona State Legislature passed House Bill 2278 which charged MAG with the responsibility for setting and amending priorities for

Proposition 300 freeways.

MAG has adopted a set of quantitative and qualitative criteria to guide it in its development of priorities. These criteria are:

- Travel Demand
- Congestion Relief
- Air Quality
- Accidents
- Cost Effectiveness
- Joint Funding (degree of public/private funding contribution)
- Social and Community Impacts
- System Continuity and Mobility.

In 1994, the State legislature added three additional criteria. These include:

- Establishment of a complete freeways system as rapidly as possible.
- Construction of segments to sever regional needs.
- Construction of segments that provide connectivity with other elements of the freeway system.

## **PRIORITIZING REGIONAL TRANSIT CAPITAL PROJECTS**

In 1993, a prioritization process was developed for transit capital projects but was not officially adopted. It is used to provide the RPTA/Valley Metro Board with guidelines for programming capital projects. The process consists of two steps. In the first step the project is scheduled for a specific year and local funds are committed. This makes the project eligible for federal funds. The second step gives the project a ranking based on the type of project. Projects to provide services required by law have the highest ranking. Projects to keep existing services operational have the next ranking. Expanding services, passenger enhancements and other desired support purchases follow in that order.

The MAG Elderly and Persons with Disabilities Transportation Program (EPD - formerly Section 16 of the Federal Transit Act) *ad hoc* Committee assesses and recommends projects for inclusion in the ADOT annual Program of Projects for capital assistance under 49 U.S.C. §5310. These projects serve special transportation needs of elderly and persons with disabilities in Maricopa County. Project criteria are established by the FTA and ADOT. Applications are judged against the criteria and demonstration of local need. Project applications are ranked by the reviewers to assist ADOT in determining where vehicles are placed. To be eligible for EPD participation, successful applicants within urbanized areas must have their projects included as part of the TIP.

## **RATING BIKEWAY PROJECTS**

At the January, 1993 meeting of the Regional Bicycle Task Force, a subcommittee was formed to consider revisions to the rating system used to prioritize proposed federally funded bikeway projects. A resulting bicycle project rating system was completed in April, 1993. This rating system scores proposed projects by the priority given to the route on the adopted MAG Regional Bicycle Plan System Map, the type of bikeway and the length of the project. This system is used to rank projects for funding in the TIP and the rankings are considered along with the corresponding Air Quality and Congestion Management System scores that are shown in the tables in Section VII.

In 1996, the bicycle project rating system was amended to give greater emphasis to the importance of route segment continuity within the system. The Task Force also expressed an interest in utilizing more congestion measures within the rating system to more closely reflect the use of Congestion Mitigation and Air Quality funds on bicycle projects.

The rating system used this year for evaluating and prioritizing federally funded bicycle projects has been substantially revised from previous years. As part of the 1999 Update of the MAG Regional Bicycle Plan, the Regional Bicycle Task Force reviewed the MAG Congestion Management System to ensure that project rating systems reflect the updated goals and objectives of the plan. As part of this process, a list of principles were developed to assist in qualitative evaluation of bicycle projects eligible for federal transportation funds. These principles include:

- The great majority of people who own bikes (95%) are either casual cyclists or child cyclists who prefer to ride on streets without much automobile traffic, on bike lanes, or on paths completely separated from streets. This data should be used to develop bike systems to benefit the greatest number of bicyclists.
- Most bike owners ride for short distances averaging only two miles in length. Half of all daily travel trips - whether by car or by bike - are under three miles in length (almost 40% are under two miles in length). MAG should promote the use of bicycles for making short, daily trips.
- Most bike trips are taken for social/recreational purposes (55%), personal/family business purposes (20%), and the rest for trips to school, church or for "civic" purposes. MAG should promote the use of bicycles, rather than the using a motor vehicle, for daily trip purposes.
- Many destinations for daily trip purposes are located on arterial streets. Therefore, it is necessary to develop bikeways on arterial streets and accessing arterial streets to attract bicycle owners to use bikes for daily, local trips. MAG should develop a system of bikeways on arterial and collector streets and off-street pathways that provide

comfortable and convenient access to arterial streets where many daily trip destinations are located.

- To promote the use of bikes for making local, daily trips, it will be necessary to concurrently develop a system of bikeways and provide widely disseminated public information on the desirability of using bikes (reducing congestion and bettering air quality) and the correct way to ride a bike in traffic situations (for convenience and safety).
- Support projects that demonstrate integration with other alternative modes, like transit and pedestrian facilities, as a way to maximize and complement travel potential of bicyclists.
- Through transportation projects, promote transit, bike and pedestrian oriented land use and urban design.

Other text changes to the CMS were also recommended, which will be addressed in future updates to the CMS. The Task Force also created a new rating system to use in combination with the Congestion Management System scores. The new system implemented the revised goals and objectives in the Regional Bicycle Plan. This rating system is weighted based upon the project's ability to provide access to local and regional destinations. Other factors considered include the type of facility (giving grade separations, multi-use paths and bike lanes equivalent ratings), the type of project, the length of the project, the ability of the project to provide connections between existing routes. The rating system also gave additional points to projects located in low-income areas. The rating system is described as follows.

## **REGIONAL BICYCLE TASK FORCE PROJECT RATING SYSTEM**

Currently, the Regional Bicycle Task Force uses a formula to establish the priority for funding bicycle projects. With changes to the goals and objectives of the MAG Regional Bicycle Plan, this rating system has been changed to the formula listed and described below:

$$\text{SCORE} = P * (F+W+L+C+S)$$

### **P = PRIORITY FACTOR**

P = 3.0      for projects that include access to at least five local destinations, e.g., retail, medical, major employer (50+ employees), school, entertainment, restaurant, personal/family business, and church categories - see attached suggestions for local destinations.

P = 2.5      for projects that include access to at least four local or regional



destinations.

P = 2.0 for projects that include access to at least three local destinations.

P = 1.5 for projects that include access to at least two local destinations.

P = 1.0 for projects that include access to at least one local destination.

### **F = FACILITY TYPE FACTOR**

F = 5.0 for bike lanes, multi-use paths, or grade separations that provide access to local daily trip destinations.

F = 4.0 for bike lanes, multi-use paths, or grade separations that provide access to a regional destination or for public bike parking projects.

F = 3.0 for edge line buffer zones 3 feet or more in width for at least 80% of the distance between arterial intersections.

F = 2.0 for all other types of bikeways or other bicycle related projects.

### **W = WORK TYPE FACTOR**

W = 4.0 for providing access to local or regional destinations by a street widening project that results in adding a bike lane, construction of a multi-use path on acquired right-of-way, or construction of grade separations on acquired right-of-way.

W = 3.0 for bike lane additions to existing streets by restriping of traffic lanes with lesser widths, widening of existing multi-use paths, or improvements to grade separations.

W = 2.0 for upgrades or expansion of public bike parking facilities.

### **L = LENGTH FACTOR**

L = 1.0 for projects 1 mile or less in length.

L = 1.5 for projects between 1 and 2 miles in length.

L = 2.0 for projects between 2 and 3 miles in length.

L = 2.5 for projects between 3 and 4 miles in length.

L = 3.0 for projects 5 miles or more in length.

**C = CONNECTING FACTOR**

C = 3.0 for projects connecting segments of existing routes or projects that connect the bikeways of adjacent cities, towns, or County lands.

C = 2.0 for projects providing direct connections from bikeways, through motor vehicle parking areas, to local or regional destinations.

**S = SOCIOECONOMIC FACTOR**

S = 3.0 for projects located substantially in an area with average household incomes of \$14,999 or less.

S = 2.0 for projects located substantially in an area with average household incomes of \$15,000 to \$24,999.

**EXAMPLES OF LOCAL DESTINATIONS**

**Retail:**

Grocery stores  
Convenience stores  
Department Stores  
Drug Stores  
Video Stores  
Thrift Stores  
Auto Parts Stores

**Medical:**

Medical offices  
Dentist's offices  
Medical labs  
Hospitals  
Acupuncturists  
Physical therapists  
Chiropractors

**Entertainment:**

Movie theaters  
Miniature golf courses  
Neighborhood parks  
Public swimming pools  
Athletic fields/courts/gyms  
Game emporiums  
Bars/dance halls

**Personal/Family Business:**

Banks  
Check cashing  
Social services  
Attorneys' offices  
Insurance agencies  
Investment counselors  
Real estate offices

**EXAMPLES OF REGIONAL DESTINATIONS**

Regional parks/greenbelts  
Colleges/universities  
Zoos  
Shopping malls  
Museums  
Art centers

Sports arenas/stadiums  
Lakes  
Water parks

## **RATING ITS PROJECTS**

The MAG ITS Committee was formed to specifically address the development and implementation of an ITS planning program for the region. The Strategic Plan for the Early Deployment of ITS in Maricopa County was published in October 1995 and identified a series of services and routes within the MAG region for deployment of ITS technologies. This plan formed the basis of a successful request for federal ITS funds that became known as the AzTech Model Deployment Initiative project. This project is nearly complete and involved a number of MAG agencies. It will result in the implementation of what is regarded as the first phase of the AzTech. Regional ITS funds have been allocated to Phases 2 and 3.

The MAG ITS Committee has addressed prioritization of ITS projects, through the development of an ITS Project Rating System. The system divides all ITS projects into one of two categories, non-Transit and Transit. Each project is scored based on the following factors: Deployment Priority (35 points), Congestion (35 points), Cost (20 points), and Local Match (10 points). Transit ITS projects are also rated according to four similar factors. At a special committee meeting, each proposed ITS project is presented to the full ITS Committee by the proposer. The ITS committee utilizes the following information in making decisions on project priorities:

- a) Scores from the ITS Rating System;
- b) Scores generated by Congestion Management System ;
- c) MAG emissions estimates

The final ITS project prioritization is based on the subjective project ranking generated by committee members.

The recently completed update to the ITS Strategic Plan has identified a number of new ITS projects throughout the region in the short- medium- and long-term implementation plans. The ITS Committee plans to utilize the updated Plan to guide future regional investments in ITS.

## **SECTION 3**

### **PUBLIC INVOLVEMENT PROCESS**

#### **INTRODUCTION**

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 are to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. In addition, the Clean Air Act Amendments (CAAA) of 1990 emphasize the integration of transportation and air quality plans.

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region, which is in accord with TEA-21 requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process for all segments of the region's population.

The public involvement process is divided into four phases: early input, mid-phase, final phase and continuous involvement. The early input meetings ensure early involvement of the public in the development of these plans and programs. The mid-phase process provides for input on initial plan analysis for the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and includes a public hearing on regional transportation issues. The final phase provides an opportunity for final comment on the LRTP, TIP and Air Quality Conformity Analysis. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

During the current TIP process, much of the public involvement work was carried out as part of the ongoing RTP development. The RTP is expected to be the grounding for which future years updates of the LRTP are based.

#### **ENHANCED PUBLIC OUTREACH PROCESS**

In July, 1998, the Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more pro-active community outreach process, and the development of early guidelines to help select transportation projects within resource limits. The pro-active community outreach process led to an enhanced public involvement process, beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders as well as low income populations. The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and LRTP.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, the Arizona Department of Transportation (ADOT) hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and attended by representatives of metropolitan planning organizations, councils of government, ADOT and the Regional Public Transportation Authority (RPTA). All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP and the Statewide Programs have been on different schedules, which was confusing to members of the public. With changes included in the guiding principles adopted at the Casa Grande meeting, the two planning and programming processes have been combined. The combined processes are described in Table 1, while the guiding principles, referred to as the Casa Grande Resolves, are provided in Table 2.

## **FY 2002/3 PUBLIC INVOLVEMENT PROGRAM**

The FY 2002/3 public involvement program solicited and encouraged input for both the RTP and the FY 2004-2007 TIP. ADOT and RPTA/Valley Metro participated in many of the input opportunities that were offered. A description of the input process for FY 2002/3 elements of the public involvement process follows.

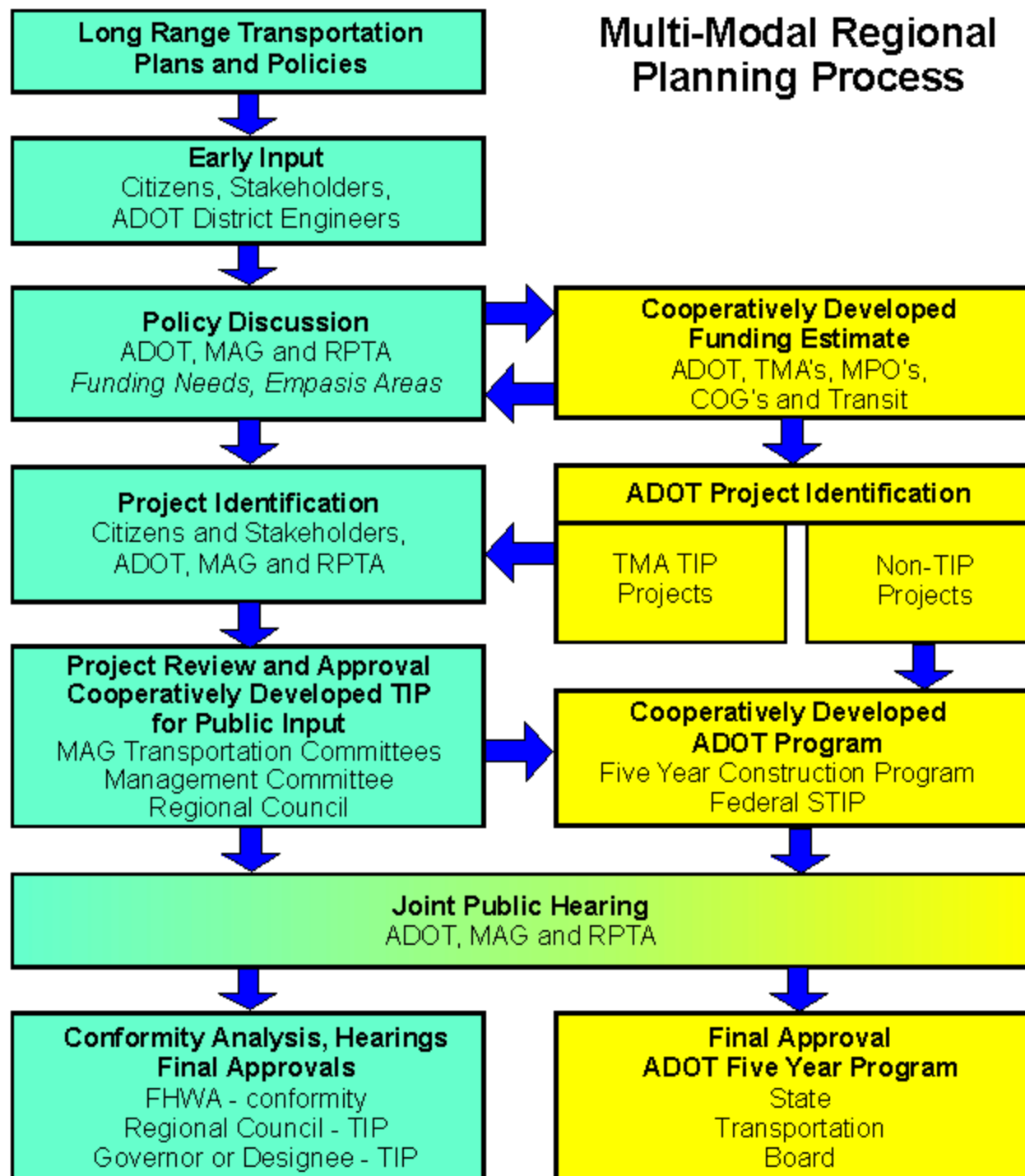
### **EARLY INPUT PHASE**

The early phase input opportunity was conducted over the period of June through October, 2002. During the phase, public input was used to identify and address upcoming issues and work topics in the update of transportation plans and programs. Several forums were conducted during this first phase including stakeholder meetings, open houses, and e-mail and telephone correspondence.

The FY 2002 process began with four Regional Transportation Stakeholder meetings. The meetings were held in Mesa on Monday, July 23, 2001; Peoria on Tuesday, July 24, 2001;

**FIGURE III-1: DEVELOPMENT PROCESS FOR THE TIP,  
LONG RANGE PLAN TRANSPORTATION PLAN  
AND THE ADOT LIFE CYCLE PROGRAM**

Thursday, July 26, 2001; and Tuesday, July 31, 2001. The meetings were attended by community interest group representatives, ADOT district engineer staff, and staff from RPTA/Valley Metro and MAG. The meetings provided an opportunity for stakeholders to give



ideas and suggestions on transportation needs to consider for state and federal funding, including potential funding emphasis areas. An ongoing policy discussion was initiated between ADOT, MAG and RPTA/Valley Metro to discuss regional funding allocations and priorities. While the policy discussion was occurring, additional input from transportation stakeholders was solicited through extended public comment periods at MAG committee meetings, open houses, and targeted stakeholder outreach.

### **FIGURE III-2: CASA GRANDE RESOLVES**

To obtain additional early phase input, MAG staffed a booth at the Pima Freeway/Loop 101 Opening and Celebration on August 25, 2001, and held a “MAG at the Mall” event at the Metrocenter Mall in Phoenix on Saturday, September 22, 2001 and Sunday, September 23,

<p style="text-align: center;"><b>Guiding Principles</b>  <b>New Arizona Transportation Planning and Programming Process</b>  <b>Casa Grande Resolves</b></p> <ul style="list-style-type: none"> <li>◆ One multi-modal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.</li> <li>◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.</li> <li>◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.</li> <li>◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.</li> <li>◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.</li> <li>◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.</li> <li>◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meets the transportation needs of the people of Arizona.</li> </ul>
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2001. The public is informed of all MAG input opportunities through either display advertisements, brochure distribution and/or a press release faxed to print and broadcast media.

All MAG transportation committee meetings held during the months of September and October provided extended public comment periods. All meetings were held at the MAG offices in downtown Phoenix. The following committees offered extended public comment periods: Air Quality Technical Advisory Committee, Intelligent Transportation Systems Committee, Pedestrian Working Group and Regional Bicycle Task Force Joint Meeting, Street Committee, Telecommunications Advisory Group, Transportation Review Committee and Regional Council Transportation Subcommittee.

## **MID-PHASE**

Various forums for input were used during the FY 2002 Mid-Phase Input Opportunity including a “MAG at the Mall” event, Transportation Fair, a Black History Month event and an open house/public hearing. The process began with a “MAG at the Mall” event. Approximately 500 people participated in this event on Saturday, March 2, 2002. Participants spun a “Wheel-of-Fortune” type wheel and answered questions from a selection of five categories listed on the wheel. Participants were provided with an opportunity to fill out one of two available surveys. The MAG Awareness Survey was designed to measure participants’ knowledge of and attitudes about MAG. Comments made to MAG, ADOT, RPTA/Valley Metro and Valley Connections staff were about the freeway system, light rail and public transit

MAG staff attended a Career Day at Powell Junior High School in Mesa on Wednesday, March 20, 2002. MAG staff spoke with students and teachers about MAG’s role as the Metropolitan Planning Organization (MPO) in the region.

Nearly 50 people visited the displays at the Transportation Fair at Central Station in downtown Phoenix on Thursday, March 21, 2002. Several people made comments and had their questions answered by MAG, ADOT, RPTA/Valley Metro and Valley Connections staff. Comments ranged from the need for improved bus service to interest in the new light rail system.

Approximately 30 people attended the Joint Transportation Agency Open House/Public Hearing on Friday, April 5, 2002. The hearing was held before a panel decision-makers from state and regional transportation organizations. There were a total of seven presentations made to the panel and public by MAG and ADOT staff. Following the presentations, meeting attendees were then given an opportunity to provide formal public comment. A court reporter was in attendance to develop a transcript of the comments. The input obtained from citizens was summarized and presented to regional and state decision-makers for consideration before the adoption of the draft TIP and LRTP for the purposes of conducting a conformity analysis.



The development of a new FY 2004-2008 MAG TIP was shortened to an update of the latter four years of the FY 2003-2007 MAG TIP. This was achieved by consulting with member agencies and opportunities for public input were provided at all MAG Technical Advisory Committee meetings and those of the Management Committee and Regional Council.

## **FINAL PHASE**

During the final phase, an open house/public hearing is scheduled for the month of November, 2003. In accordance with federal regulations, a public hearing on air quality conformity, the TIP and the RTP is required before the adoption of these plans and programs. Formal comments received during the comment period were summarized and MAG staff provided written responses to all comments recorded. A summary of comments will be provided to the Management Committee, the Regional Council and interested citizens. After the public hearing, the Regional Council will take action to approve the finding of conformity for the Regional Transportation Plan and the FY 2004-2007 Special MAG TIP.

## **MEETING PUBLICITY**

During the FY 2002/3 input process, the public was informed of the public involvement meetings through a variety of methods. Display advertisements were placed in the largest circulation newspaper, in minority-oriented newspapers and nearly 3,000 brochures were distributed. In addition, a press release was faxed to print and electronic media in the region.

Brochures were mailed out approximately two weeks before the meetings to a list maintained by MAG. The list consists of over 2,200 people who have shown an interest in transportation planning issues and includes names of individuals, organizations and agencies that serve low-income communities and minority populations. Brochures were also distributed at public libraries throughout the region. In addition, a special invitation to provide input was extended to representatives of underserved populations.

Finally, in order to encourage attendance, input opportunities were scheduled on different days, at various times and locations, and in venues accessible to public transit. Meetings were in compliance with the Americans Disability Act. Sign language interpretation and alternative materials were available upon request.

## **CONTINUOUS PHASE**

As part of the continuous outreach process, MAG staff presented information on transportation planning and programming to a number of committees, groups, and the media through:

- Participation in the public involvement process of Valley Connections, a study

developing light rail in the Valley.

- Presentations and attendance at several meetings of the Governor's Transportation Vision 21 Task Force.
- Presentations and attendance at several meetings of the Citizens Transportation Oversight Committee.
- MAG membership and involvement, including presentations on transportation planning and programming, to several civic organizations in the region including the Phoenix Chamber of Commerce and Valley Forward.
- Consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- Comprehensive community outreach program to Title VI communities, utilizing the efforts of four Community Outreach Associates.
- Participation in special community events such as Sunday on Central, the Arizona State Fair, EarthFest, significant cultural celebrations and freeway openings.

Additional outreach activities included updating the MAG Web site at <http://www.mag.maricopa.gov>. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. Visitors to the site may also send comments or questions via e-mail to [mag@mag.maricopa.gov](mailto:mag@mag.maricopa.gov). In addition, MAG distributes a quarterly newsletter, *MAGAZine*, addressing the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with RPTA/Valley Metro, ADOT and CTOC have also led to refinements in the public involvement process.

## **HUMAN SERVICES PLANNING PROCESS**

To meet the transportation and social services needs of low income elderly persons and persons with disabilities, and to further the early and continuing involvement of the public in developing plans and TIPs, MAG incorporates the information gathered through its human services planning process.

Since 1981, MAG has worked in partnership with the Arizona Department of Economic Security (DES) to plan a portion of Arizona's Social Services Block Grant (SSBG) funds for populations that may be poor, unserved, underserved, elderly and/or disabled within Maricopa County. These funds are targeted to community-identified needs and attempt to fill service gaps identified by needs assessments and public input. The human services planning process provides many opportunities for public involvement.

A human services plan is developed through an annual cycle of activities which include public meetings, regular MAG committee meetings, and meetings with other agencies and non-profit community based organizations such as advocates, service deliverers and planners. MAG facilitates community-based forums around special issues, and publishes information about issues or concepts which frequently list resources and sites within the MAG region.

The public is asked for input in a variety of ways. Needs assessment surveys, focus groups and forums are used. Recent topics include elderly mobility, needs of homeless people and domestic violence victims. The information is formulated into a set of recommendations to DES for contracting SSBG funds with community-based agencies. The recommendations describe an assessment of local needs through a list of prioritized problem statements. The recommendations also suggest an array of services to meet some of the needs and recommend distribution of approximately \$4 million among the services. The funding provides some support for transportation in the form of taxi subsidies or public transit fares and some operating assistance to transport human service agency clients to and from service sites. Transportation assistance is targeted to cash assistance clients, homeless people, elderly persons and those with developmental disabilities.

The draft plan for recommended funding and services is taken to the public for comment and modified, if necessary. In addition to scheduling time for comment on agendas of community-based agencies across the Valley, surveys, and public forums, televised public meetings have been utilized along with a 24-hour telephone response lines to try to increase the coverage of information and opportunity for input by those unable to attend regular meetings. Opportunities are also provided for written and e-mail input. Transportation needs continue to be identified as a top need by callers and meeting participants. The planning process also takes into account needs assessments conducted by other stakeholder groups in the community. For example, the Area Agency on Aging, Region 1 conducts a comprehensive needs assessment every three years. The results of this assessment are shared with the MAG Human Services Committees to assist in determining the service priorities and funding levels. Transportation

has consistently been in the top 3 needs identified in this needs assessment.

The impact of welfare reform legislation at the federal and state levels has increased MAG's involvement in addressing the need for cash assistance clients to access child care, training opportunities and employment. If clients are not able to comply with federal and state regulations, they may lose their monthly assistance, thereby impacting their ability to provide for the basic needs of themselves and their children. MAG has conducted extensive public input processes to determine the transportation barriers for these individuals, and to solicit suggestions for transportation options. MAG has conducted several local forums regarding welfare-to-work transportation and mobility needs of elderly persons. In addition, MAG continues to work on the Joint Legislative Task Force on Welfare Reform Subcommittee on Child Care and Transportation. The transportation suggestions gathered at the regional and statewide levels influenced development of a legislative enactment of a Wheels to Work Program and the allocation of additional Temporary Assistance to Needy Family (TANF) funds for transportation. Although the Wheels to Work Program has not been continued by the Legislature, the TANF funds continue to be critical to assisting the transportation needs of the welfare to work population.

In 1999, the MAG Human Services Committees convened a work group composed of member agencies, community-based agencies, DES and ADOT to address special transportation needs of low-income individuals and families in the Valley. This work group analyzed needs assessment data, conducted a client survey and focus groups on the transportation needs for cash assistance clients, and identified potential funding options to increase the transportation opportunities for this population. As a result of these efforts, a federal Access to Jobs Grant was secured for the region in 1999-2000, providing transportation to cash assistance and low income clients using a brokerage system and a southwest Valley circulatory route. MAG has since participated in two other Job Access grants which have sought to maintain and expand the services provided through the original grant award. In addition to the Access to Jobs Grant, MAG targeted \$750,000 per year for a three-year demonstration grant aimed at allowing cash assistance and low income persons valley wide to get transportation assistance in order to meet training, child care and employment needs. The third year of the demonstration project will conclude this year.

The MAG human services division is also responsible for the annual screening and rating of applicants for the FTA Elderly and Persons with Disabilities Transportation Program - Section 5310. Over the last ten years, MAG has recruited stakeholders to review and rank applications, provided a prospective applicant training, and approved the award of over 100 vehicles to local agencies who serve elderly persons and persons with disabilities of all ages.

As a part of its FY 2002 work plan, the MAG Human Services Committees convened local planning process focused on developing strategies to address the transportation needs of the regions elderly population. The project had four objectives: (1) the development of a Regional Action Plan on Aging & Mobility; (2) extensive public input from seniors and middle-aged residents on transportation needs and solutions to help create the Plan; (3) Integration of the

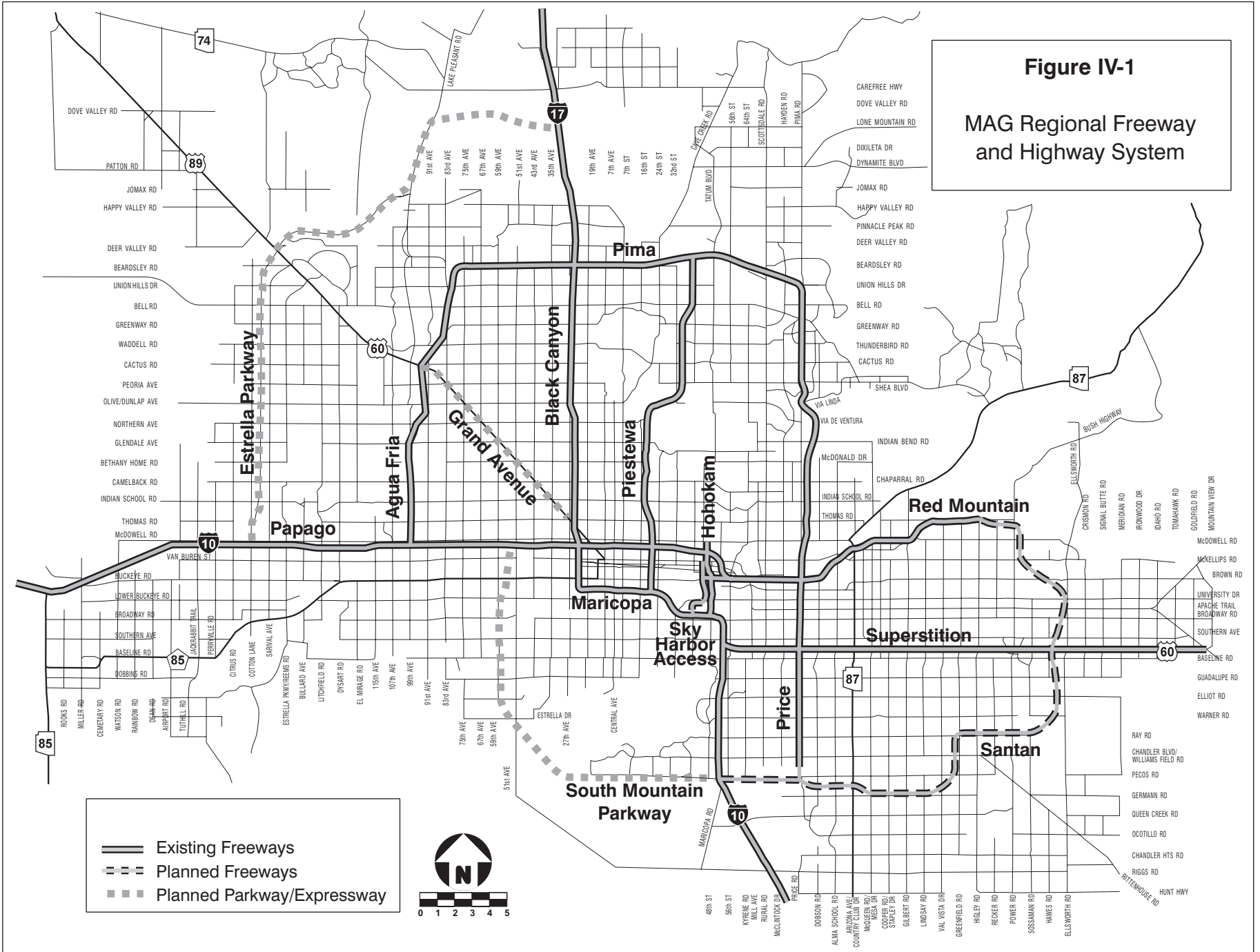
Plan's recommendations (when possible) into the MAG Regional Transportation Planning Process and TIP; and (4) Collaboration with other MPOs around the country to convene a National Conference on Aging & Mobility in the Spring of 2002. The planning process was a success in that the Plan was developed with 25 recommendations focused on infrastructure and land use improvements, alternative transportation modes, older driver competency, and education/training. The Plan was created through extensive input from seniors and baby boomers through focus groups, three public forums, and a senior mobility questionnaire. In addition, MAG collaborated with over 30 MPOs and other national and state entities over an 18 month period to plan and hold the National Conference on Aging & Mobility in March of 2002. The conference was the first of its kind to bring together local, state, and federal transportation departments, transit agencies, social service providers, the medical community, and interested citizens to address strategies for improving the mobility options available to both seniors of today and tomorrow.

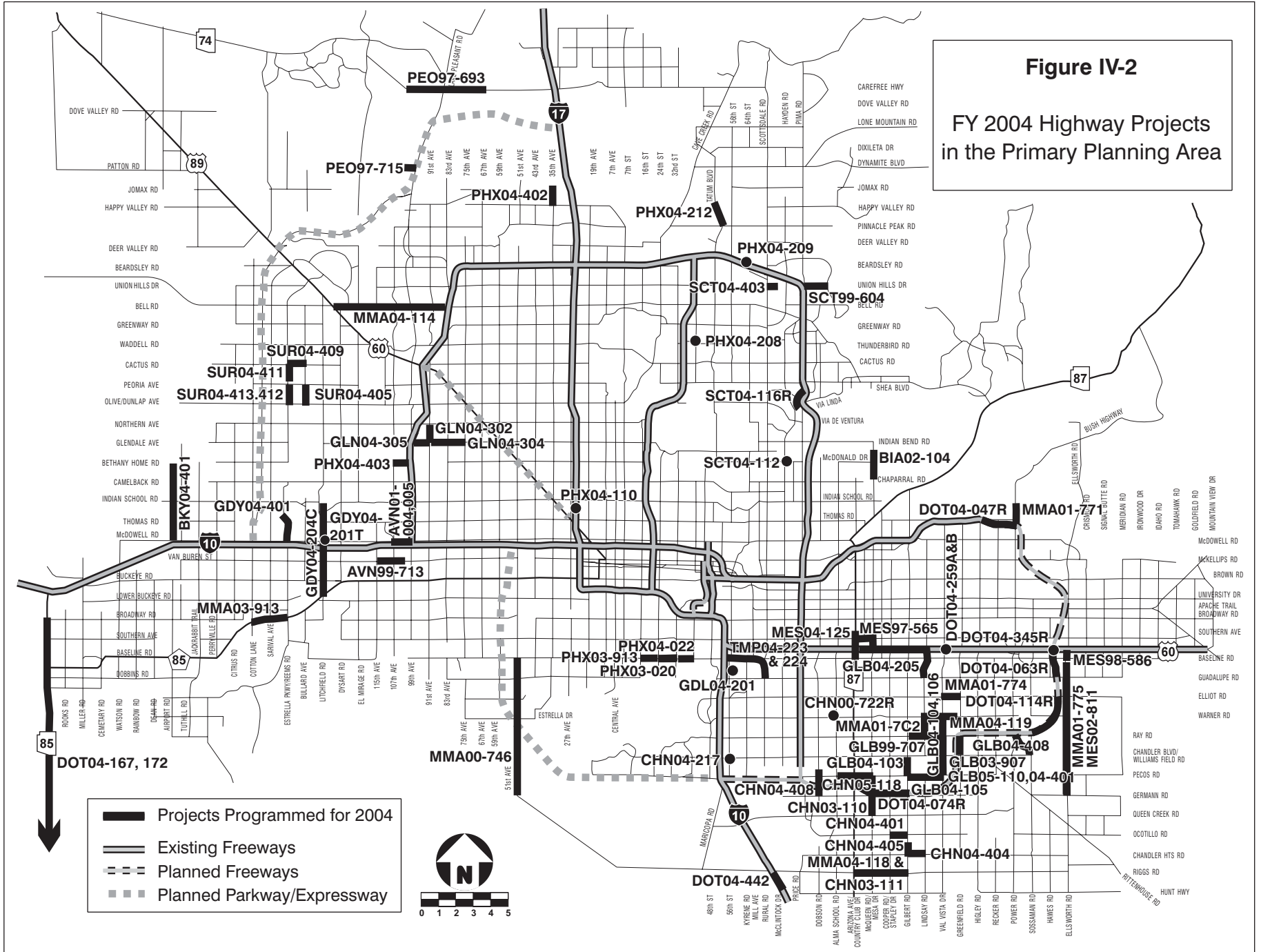
## **SECTION 4**

### **MAPS OF REGIONAL HIGHWAY PROJECTS**

The following figures show the locations of many of the major highway projects programmed in the TIP for FYs 2004-2007. Project numbers shown adjacent to each project correspond to the project numbers listed in the highway projects listings in Volume III. These maps are for illustrative purposes and for guidance and mainly display the capacity adding projects programmed.

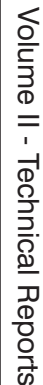
- Figure IV-1 displays the MAG Freeway/Expressway System and its existing and planned routes.
- Figure IV-2 displays the FY 2004 highway projects in the primary planning area.
- Figure IV-3 displays the FY 2005 highway projects in the primary planning area.
- Figure IV-4 displays the FY 2006 highway projects in the primary planning area.
- Figure IV-5 displays the FY 2007 highway projects in the primary planning area.

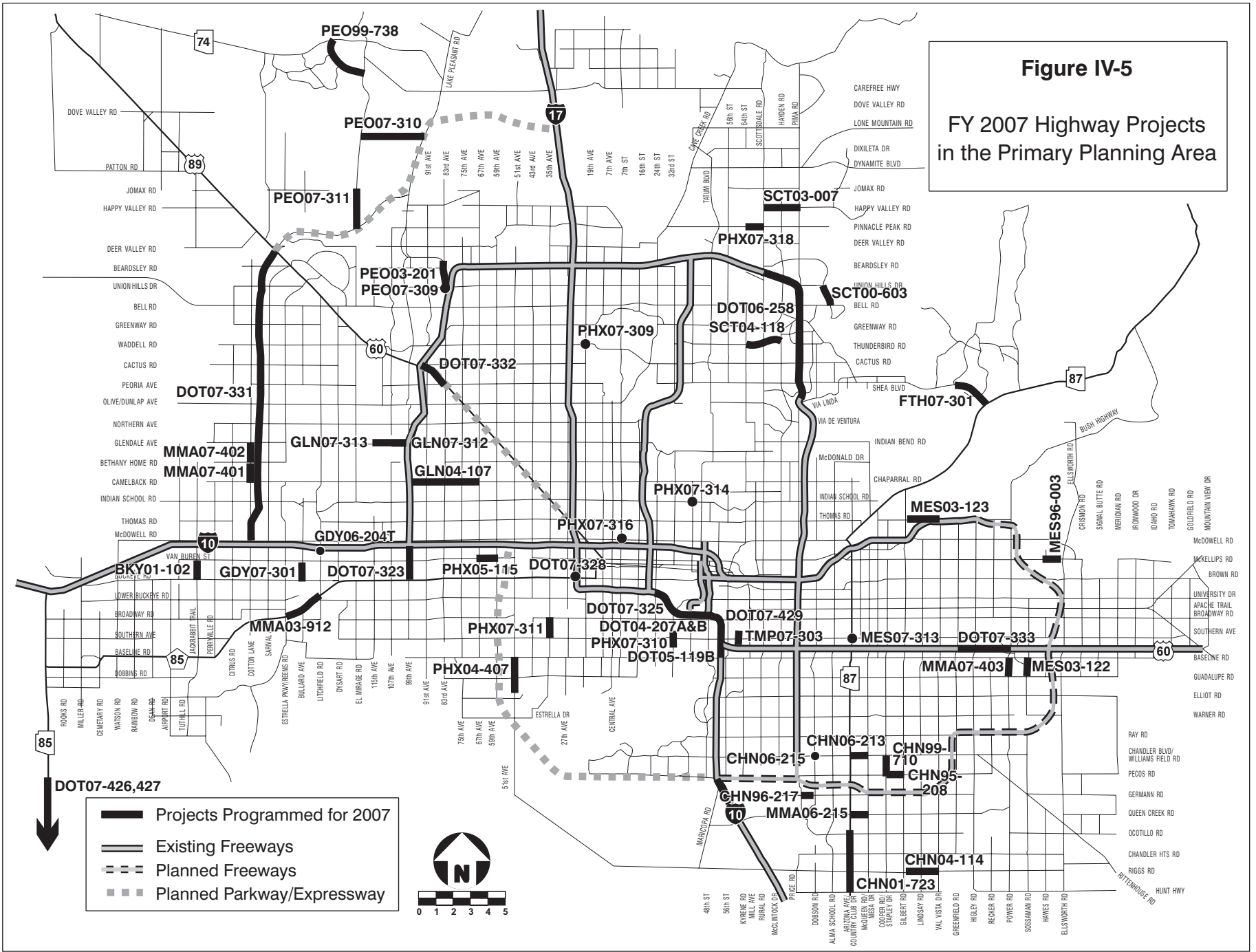












## **SECTION 5**

### **FINANCIAL PLAN FOR HIGHWAY AND TRANSIT PROJECTS**

The TIP is not a stationary document but is best described as a snapshot in time. During the TIP development process, some major, and several minor, changes have occurred to the projects contained and hence to the financial tables included in this section. Although the figures show that the TIP is under-programmed with regard to some of the federal funds expected to be available, this reflects some uncertainty with regard to the likely funding levels following scheduled reauthorization of TEA-21, which was expected to occur by October, 2003. However, in summary, the financial plan contained within this final version of the FY 2004-2007 MAG TIP is complete and is fully fiscally constrained to reasonably available funding sources.

#### **INTRODUCTION**

One of the impacts of ISTEA, as continued by TEA-21, was the revision of the old categorical funding programs into more flexible funding categories. MAG, as the regional MPO, has planning and programming discretion over three main funding categories. These include the MAG share of the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning (PL) funds.

New requirements were introduced in ISTEA for developing the TIP. ISTEA requires the development of a financial plan that describes how all programmed projects can be completed using current revenue or proposed funding sources. In addition, the TIP must be financially constrained by fiscal year. In accordance with these requirements MAG asked each local agency to complete a financial questionnaire detailing the current and proposed funding sources committed to their projects programmed in the federal fiscal years 2004-2007 MAG TIP. For those agencies utilizing the electronic data entry system, a field for identifying the source of local funds is provided and this replaces the need for a separate questionnaire.

The MAG financial plan shows in detail the total amount of committed federal and local funding that is reasonably expected to be available to fund the highway and transit projects in the TIP. In addition, an analysis of both the highway and transit programs is included which shows the funds expected to be available by local agencies and funding sources.

The FY 2004-2007 MAG TIP is comprised of 407 street, 226 transit, 130 freeway, 69

bicycle, 48 ITS, 34 safety, 28 maintenance, 26 pedestrian, 23 air quality or transportation demand management, 11 bridge, 8 telecommunications and 11 other projects totaling almost \$3.9 billion in programmed obligations for FY 2004-2007. This has resulted in a very small two percent increase in programmed obligations over a comparable period in the previous TIP. This smaller than expected increase is primarily explained by the reduction in freeway construction funds in the final year.

Following passage of TEA-21 and the consequent Restoration Act, the expected funding sources for MAG federal funds during development of the TIP were based on funding levels contained in FHWA published guidance. These projections indicated an increase of approximately 37 percent in federal funds to the MAG region. All MAG federal funding is shown in FY 2003 constant dollars for the program period. In addition, obligation authority (OA) for MAG federal funds is planned at 90 percent for FY 2004 through FY 2007. TEA-21 is scheduled to expire in FY 2003 and it is assumed that federal funds will continue at the same rate. During the two previous re-authorizations, increases of greater than 20 percent have been received.

TEA-21 has had a major impact on the programming of federal funds within the MAG region. For example, Arizona received an average increase in federal funds of approximately 57 percent over the period of the new legislation. Also, changes in the emphasis regarding the identification of state and federal funds for programming by MPOs combined with much hard work by state and MPO elected and staff members has resulted in a much larger increase in the amount of federal and state funds being programmed in the MAG region.

## **TIP PROGRAM FINANCING**

Total federal, state, and local funding available for the FY 2004-2007 MAG TIP totals \$3.876 billion (see Table V-1). Total federal, state and local programming obligations for this same period amount to \$3.834 billion.

The total amount of federal funds available for the TIP is \$1.133 billion while programmed obligations of federal projects total \$1.147 billion. The temporary surplus of federal funds accounts for the complete \$42.8 million surplus. The remainder is mainly due to not programming all of the expected federal funds during the outer years, mainly CMAQ funded projects expected to be received under the Revenue Aligned Budget Authority (RABA) funding mechanism. Further steps are currently underway to adjust the amount of funds expected and changes to this section are expected prior to the final version. Also, current year deferrals of projects and consequent accelerations of some projects to the current year are expected to alter the amount of funds available.

**TABLE V-1: FOUR YEAR PROGRAM SUMMARY FY 2004-2007**

FUNDS AVAILABLE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$2,078,682,831	\$697,414,978	\$2,776,097,809
TRANSIT	\$651,253,034	\$449,086,274	\$1,100,339,308
TOTAL	\$2,729,935,865	\$1,146,501,252	\$3,876,437,117
PROGRAMMED OBLIGATIONS			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$2,078,682,831	\$654,604,270	\$2,733,287,101
TRANSIT	\$651,253,034	\$449,086,274	\$1,100,339,308
TOTAL	\$2,729,935,865	\$1,103,690,544	\$3,833,626,409
BALANCE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$0	\$42,810,708	\$42,810,708
TRANSIT	\$0	\$0	\$0
TOTAL	\$0	\$42,810,708	\$42,810,708
PERCENT	0.00%	3.73%	1.10%

The mixture of available federal funds under TEA-21 has substantially changed within the MAG region. Under ISTEA, the 70/30 percent split of sub-allocated STP/CMAQ funds allowed a relatively straightforward commitment of MAG-STP funds for programming on the Regional Freeway System, in accord with MAG Regional Council policies. Under TEA-21, the sub-allocated funds appear to be split almost 50/50 percent between the two main funding sources. This change in the percentage split of sub-allocated funds has affected the proportion of MAG federal funds that will be available to the Regional Freeway System. The “up to 70 percent” commitment of MAG federal funds to the Regional Freeway System has been replaced with a target figure that ensures that the freeways will not receive less than was already programmed during development of the previous TIP. The means that a base of approximately \$34.1 million will be committed annually to projects on the Regional Freeway System.

TEA-21 brought an important change in the requirement for developing estimates of available funds. As a result of closer cooperation between the agencies involved, a Resource Allocation Advisory Committee has been established. The RAAC comprises members from ADOT, MAG, RPTA/Valley Metro, the Pima Association of Governments (the other Transportation Management Area in Arizona) and representatives from the other two MPOs and rural Councils of Government. The main task of the cooperative process utilized by the RAAC is to provide estimates of State and Federal funding that is expected to be available to the different regions of the State, so that the respective MPO can develop the TIP.

A major reassessment of the funding that underlies the regional freeway system has been completed and the intent to accelerate construction of the system by up to seven years, from 2014 to 2007 has now been achieved. The principal funding source behind the regional freeway system continues to be the Regional Area Road Fund (RARF), a half cent sales that taxpayers within Maricopa County will continue to pay until 2006. This is combined with a special 15 percent allocation of State gas taxes known as Highway User Revenue Funds (HURF) that is targeted specifically, in the MAG region, for construction of limited access facilities.

In order to accelerate the completion of the freeway system by so many years, additional funds have been secured and additional funding mechanisms have been introduced. MAG, working in conjunction with ADOT, have allocated a larger proportion of the additional Federal and State funds that are available for transportation purposes over the next few years.

In addition, the State Transportation Board has created Board Funding Obligations (BFOs) which is a form of loan of non transportation State funds that are to be repaid with future receipts of HURF. Prior to the institution of this mechanism, the State Treasurer would invest such funds in secured investment instruments. By allowing investment of state funds WITHIN the state on transportation related projects, the state is guaranteed both an equivalent amount of interest on its investment AND an acceleration of the planned transportation facilities, thereby accentuating economic development. These funds are predominantly loaned out through the State Infrastructure Bank as part of the Highway Expansion and Extension Loan Program (HELP).

Two further funding mechanisms are also available, known as Grant Anticipation Notes (GANs) and State Infrastructure Bank (SIB). The GAN is similar to the bonding mechanism in that it allows MAG jurisdictions to borrow funds for a relatively short period of time (2 to 5 years) to accelerate construction of transportation projects. GANs are principally backed by future receipts of federal transportation funds. The State Infrastructure Bank was originally seeded with Local and Federal funds, partially under the BFO program, to utilize State funds for local transportation needs and is, as the name suggests a bank that makes preferred interest rate loans to local governments for infrastructure improvements.



The Advanced Construction (AC) funding strategy has been utilized with over \$250 million of RARF funds. The use of the AC funding mechanism allows projects to be accelerated with the use of local funding at the start and then converted to federal funding at a later date. As a result, the projects that may utilize MAG federal funds as repayments (conversions) have been changed to "funds available for repayment of Grant Anticipation Notes" are likely to change, based on the work being carried out by State and MAG staffs. GANs and SIBs are two mechanisms that are being utilized to provide additional funding for the system.

These projects are balanced by approximately \$160 million in repayments of MAG STP funds that are committed to repaying GANs. The balance analogy is not precise as many of the projects advanced constructed are to be repaid with funds from, or are repayments for projects started, outside of the years listed. For example, for GAN funds, \$44 million was targeted to repay projects started in FY 2000 and most of the \$160 million in MAG STP funds are to repay projects started with GANs. However, the SIB funded advanced constructed projects and the consequent repayments almost balance each other out during the TIP period. All of the MAG STP funds are targeted for GAN repayments for projects that have not been specifically identified.

State and local funding available totals \$2.730 billion for the FY 2004-2007 MAG TIP. As mentioned earlier, MAG no longer asks local agencies to complete a financial questionnaire detailing the type and amount of committed funding that would be available to finance the projects they programmed in the TIP. In its place, MAG agencies specify what type of local funds will be used as part of the TIP data entry process. Total state and local programmed obligations amount to \$2.730 billion for the five-year period leaving no surplus.

The local agencies committed funding sources include Highway User Revenue Funds (HURF), Regional Area Road Fund (RARF), Local Transportation Assistance Fund (LTAF), general fund, bond proceeds, developer and private funds and miscellaneous other funds

The management systems used by MAG for programming purposes were discussed in Section II. Total funds programmed in the highway portion of the FY 2004-2007 MAG TIP using the management systems totaled \$2.731 billion (see Table V-2). The Congestion Management System projects contributed to over 85 percent of the total funds programmed in the highway portion of the TIP. The Pavement Management System projects collected just over 8 percent of the total funds programmed for highway projects. The third highest percentage of programmed funds went to projects in the Other category with just under five percent. The "Other" category includes right-of-way, design, studies, and other projects that could not be rated through one of the six management systems. Also included in this category are the repayments of advanced constructed freeway projects and this accounts for the large in percentage compared with previous years.

On April 26, 1995, the MAG Regional Council approved the MAG Intermodal Management



System Report that identified strategies and recommended potential projects to ensure the efficient movement of people and goods through intermodal connections. However, no projects were submitted for federal funding through the Intermodal Management System during the current cycle.

## **HIGHWAY PROGRAM FINANCING**

Total available funding for the highway program in the FY 2004-2007 MAG TIP totals \$2.776 billion (see Table II-3). Total highway obligations amount to \$2.733 billion. The AC funding mechanism used by ADOT will accelerate a few freeway projects to meet the Governor's Freeway Plan schedule. The AC funding mechanism allows ADOT to initially fund a project with local (RARF) funds and then convert to MAG-STP (or CMAQ) funds at a later date. However, as stated earlier in the TIP Program Financing section, ADOT will convert up to \$160 million of MAG-STP and CMAQ funds to local (RARF) funds over the program period.

The AC projects have been fully programmed and addresses a slight over-program from last year's TIP. The final result will leave a forecasted highway funding surplus of approximately \$42.8 million, as shown near the bottom of Table V-3. Most of this surplus occurs during the latter few years of the TIP.

The federal portion of the highway program amounts to \$697.4 million in funding and \$654.6 million in obligations (see Table V-4). Federal funding for the highway program exceeds programmed federal highway obligations and completely accounts for the \$42.8 million difference. This temporary funding surplus amounts to just under three percent of the total highway federal funding. However, when the all funds committed are counted, this percentage drops to just over one percent.

However, as stated earlier, ADOT will AC local funds and convert STP-MAG funds on five separate occasions, totaling \$160 million. The \$42.8 million funding surplus is attributed to under-programming the CMAQ funds expected during the outer two years of the TIP (FYs 2006 and 2007), partly due to recent accelerations. However, these funds are expected to be programmed through the MAG process during the next TIP cycle. Also, the amount of CMAQ funds available under the expected legislation is likely to vary.

State and local funding for highway projects totals \$2.079 billion for the five-year period (see Table V-5). These funding sources provide over 76 percent of the total highway program funding. Total State and local highway programmed obligations also amount to \$2.079 billion. State and local funding available equals programmed obligations for the five-year period. The "Other" funding category includes general fund, sales tax, and various other miscellaneous sources from local agencies.

Table V-6 details the highway programmed obligations by jurisdiction and funding source

for FY 2004. Total programmed obligations in FY 2004 amount to \$931 million or just over 24 percent of the MAG FY 2004-2007 TIP obligations. Final regional council action, deferring some CMAQ funded projects from FY 2003 to FY 2004 has been included. When this occurs, an adjustment to some projects will occur that will likely result in a slight under-programming in the first year (by only \$875,718). The tables included indicate that expected CMAQ receipts for FY 2004 will cover the currently programmed projects. In addition, recent notification regarding the President's FY 2004 transportation budget may reduce the amount of federal funds available.

There are two broad classes of funds that are available for street and highway purposes in the MAG region. These include those funds which are made available to MAG, its member jurisdictions, and other federal agencies by the Federal Highway Administration, via TEA-21. Other funds listed in the TIP include federal funds from Congress in the form of emergency relief, demonstration programs and the Office of Housing and Urban Development. The State Highway User Revenue Funds, Regional Area Road Funds or local funds which are at the discretion of the State as well as individual governmental jurisdiction, are referred to in the TIP as "Local Funds".

## **HIGHWAY FUNDING ACRONYM DESCRIPTIONS**

STP-MAG     Surface Transportation Program-MAG - These funds are programmed by MAG from its allocation of TEA-21 funds. Projects selected for these funds are selected through the use of the MAG Congestion Management System.

CMAQ        Congestion Mitigation and Air Quality Improvement Program - These funds are programmed by TEA-21 for projects that are likely to contribute to the attainment of a national ambient air quality standard, and congestion mitigation. These funds are programmed for both freeway management projects, demand management projects, as well as other related air quality projects including bicycle and pedestrian facilities.

Federal and State funds that are programmed by ADOT, in conjunction with MAG are as follows:

STP-AZ       Surface Transportation Program - These funds are allocated to ADOT by the federal legislation and may be programmed on any segment of the Interstate System or State highway.

STP-TEA     Surface Transportation Program - Transportation Enhancement Activities  
These funds are the proportion of STP funds required to be sub-allocated for use on transportation enhancement activities.

STP-HES	<u>Surface Transportation Program - Hazard Elimination Safety</u> These funds are the proportion of STP funds required to be sub-allocated for use on highway emergency and safety projects.
BR	<u>Bridge Replacement and Rehabilitation</u> - These funds may only be used for replacing and rehabilitating bridges .
State	<u>Arizona Highway User Revenue Funds (HURF)</u> - These are State gas tax funds distributed for use by ADOT via the State Highway Fund.
RARF/15%	<u>Regional Area Road Funds &amp; 15% HURF</u> - This is a combination of funds including Proposition 300 sales tax revenues from the Regional Area Road Fund and State HURF 15% funds, which may be applied only to controlled access highways in metropolitan areas.
IM	<u>Interstate Maintenance</u> - These funds are for reconstruction of bridges, interchanges, and over crossings along existing Interstate routes, acquisition of right-of-way and preventative maintenance. These funds are not to be used for the construction of new travel lanes other than high occupancy vehicle lanes or auxiliary lanes.
NHS	<u>National Highway System</u> - These funds are for improvement to the National Highway System which consists of an interconnected system of principal arterial routes which serve major population centers, international border crossings, airports, public transportation facilities and other intermodal transportation facilities as well as other major travel destinations.
GAN	<u>Grant Anticipation Notes</u> - GANs are a mechanism similar to short-term bonding where local funds may be raised against an expected amount of federal funds. Normal debt service rules apply and future receipts of federal funds are shown as being committed to repayment of the GANs.
SIB	<u>State Infrastructure Bank</u> - The SIB is a bank that was originally set up under ISTEA with federal funds to loan funds to transportation projects at advantageous interest rates. Although the normal rules for federally funded projects still apply to the initial loan, once that loan is paid off, the funds then become more flexible in that not all of the federal programming restrictions apply.

In addition to the TEA-21 federal funds, other funds are received from the following sources:

CDBG	<u>Community Development Block Grant</u> - Funds from the Federal Office Housing and Urban Development.
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FLHP\IRR	<u>Federal Lands Highway Program/Indian Reservation Roads</u> - TEA-21 federal highway funds allocated to Indian Communities, via the Bureau of Indian Affairs, for roadway improvements.
BFO	<u>Board Funding Obligation</u> - The BFO is a funding source that is also a loan mechanism set up to utilize State funds that would normally have been invested outside of the State. The State Treasurer loans the funds to the Department of Transportation at an equivalent interest rate and the State receives not only the benefit of the interest payments, but also the earlier than expected investment in transportation infrastructure. These funds are predominantly loaned out through the State Infrastructure Bank as part of the Highway Expansion and Extension Loan Program (HELP).
LOCAL	Funds provided by local governments from such sources as bonds, local HURF, sales tax, property taxes etc. In order to help ensure the fiscal constraint requirements in the TIP, additional information is usually requested from local agencies regarding these funding sources.
PRIVATE	Funds provided by private land developers usually expended as part of a land development project.

**TABLE V-2: MANAGEMENT SYSTEMS FUNDING BY FUND TYPE, FY 2004-2007**

<b>Funding Source</b>	<b>BRIDGE</b>	<b>CONGESTION</b>	<b>OTHER1</b>	<b>PAVEMENT</b>	<b>SAFETY</b>	<b>TOTAL</b>
CDBG	\$0	\$0	\$0	\$50,000	\$0	\$50,000
CMAQ	\$0	\$81,383,727	\$19,287,049	\$3,930,000	\$0	\$104,600,776
FLHP-IRR	\$865,000	\$0	\$0	\$4,450,000	\$0	\$5,315,000
IM	\$0	\$26,121,100	\$4,715,000	\$12,889,867	\$0	\$43,725,967
Local	\$14,409,000	\$698,854,034	\$21,610,232	\$169,930,258	\$33,815,475	\$938,618,999
NHS	\$0	\$198,932,600	\$5,000,000	\$25,555,300	\$0	\$229,487,900
Private	\$0	\$247,223,000	\$0	\$500,000	\$225,000	\$247,948,000
RARF/15%	\$0	\$863,795,929	-\$66,261,338	\$1,544,700	\$0	\$799,079,291
STP-AZ	\$0	\$106,177,360	\$0	\$0	\$1,414,500	\$107,591,860
STP-HES	\$0	\$0	\$0	\$0	\$2,090,000	\$2,090,000
STP-MAG	\$0	\$9,807,600	\$144,111,338	\$0	\$0	\$153,918,938
STP-TEA	\$0	\$6,112,297	\$997,786	\$0	\$213,746	\$7,323,829
State	\$0	\$89,379,058	\$585,000	\$779,133	\$785,500	\$91,528,691
Total Funds Programmed	\$15,274,000	\$2,327,786,705	\$130,045,067	\$219,629,258	\$38,544,221	\$2,731,279,251
Percent Programmed	0.56%	85.23%	4.76%	8.04%	1.41%	100.00%

Note 1: The "Other" management system category includes landscaping, ROW acquisition, telecomm projects, contingency projects and conversion of advance construction projects (repayments).

**TABLE V-3: HIGHWAY FINANCIAL SUMMARY; FUNDING AND PROGRAMMED OBLIGATIONS, FY 2004-2007**

Agency	CMAQ	IM/NHS	STP-AZ	Local	Private	RARF/ 15%	MAG-STP	Other Fed1	State	Total
<b>Funds Available</b>	<b>\$139,018,747</b>	<b>\$273,213,867</b>	<b>\$107,591,860</b>	<b>\$940,126,849</b>	<b>\$247,948,000</b>	<b>\$799,079,291</b>	<b>\$162,311,675</b>	<b>\$15,278,829</b>	<b>\$91,528,691</b>	<b>\$2,776,097,809</b>
ADOT	13,589,159	273,213,867	105,403,871	25,633,696	8,500,000	799,079,291	141,611,338	1,221,477	91,528,691	1,459,781,390
Avondale	510,048	0	0	5,032,726	10,650,000	0	0	499,786	0	16,692,560
Buckeye	0	0	0	4,000,000	800,000	0	0	50,000	0	4,850,000
Chandler	10,400,600	0	0	92,348,500	70,650,000	0	0	500,000	0	173,899,100
El Mirage	0	0	0	1,500,000	0	0	0	0	0	1,500,000
Fountain Hills	0	0	0	269,000	0	0	1,076,000	0	0	1,345,000
Gila Bend	0	0	0	11,400	0	0	188,600	0	0	200,000
Gilbert	3,014,629	0	0	19,785,531	26,700,000	0	0	1,680,000	0	51,180,160
Glendale	3,942,150	0	2,187,989	21,221,537	25,100,000	0	0	1,362,826	0	53,814,502
Goodyear	2,489,870	0	0	10,025,430	5,510,000	0	746,000	0	0	18,771,300
Guadalupe	500,000	0	0	403,000	0	0	47,000	500,000	0	1,450,000
Litchfield Park	886,420	0	0	53,850	0	0	0	0	0	940,270
MAG	18,860,000	0	0	2,790,287	0	0	8,100,000	0	0	29,750,287
Maricopa County	6,853,070	0	0	82,413,114	0	0	0	1,062,000	0	90,328,184
Mesa	8,358,655	0	0	92,932,508	1,968,000	0	0	481,503	0	103,740,666
Paradise Valley	400,000	0	0	80,000	0	0	0	0	0	480,000
Peoria	6,596,065	0	0	65,799,666	73,950,000	0	0	0	0	146,345,731
Phoenix	15,718,200	0	0	282,973,246	12,850,000	0	1,650,000	1,606,237	0	314,797,683
Queen Creek	300,000	0	0	100,000	0	0	0	0	0	400,000
Salt River I.C.	0	0	0	5,180,000	0	0	0	5,315,000	0	10,495,000
Scottsdale	5,172,290	0	0	135,843,860	2,400,000	0	0	0	0	143,416,150
Surprise	305,520	0	0	203,680	8,870,000	0	0	0	0	9,379,200
Tempe	6,704,100	0	0	83,525,818	0	0	500,000	1,000,000	0	91,729,918
Tolleson	0	0	0	8,000,000	0	0	0	0	0	8,000,000
<b>TOTAL</b>	<b>\$104,600,776</b>	<b>\$273,213,867</b>	<b>\$107,591,860</b>	<b>\$940,126,849</b>	<b>\$247,948,000</b>	<b>\$799,079,291</b>	<b>\$153,918,938</b>	<b>\$15,278,829</b>	<b>\$91,528,691</b>	<b>\$2,733,287,101</b>
Under/Over	\$34,417,971	\$0	\$0	\$0	\$0	\$0	\$8,392,737	\$0	\$0	\$42,810,708
%Available	24.76%	0.00%	0.00%	0.00%	0.00%	0.00%	5.17%	0.00%	0.00%	1.54%

Note 1: Other Fed funds includes CDBG, FLHP/IRR, STP-HES and STP-TEA.

**TABLE V-4: HIGHWAY FEDERAL FUNDING AVAILABLE AND PROGRAMMED, FY 2004-2007**

<b>Federal Funds Available</b>	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>Total</b>
CDBG	\$50,000	\$0	\$0	\$0	\$50,000
CMAQ	\$34,944,683	\$32,793,853	\$34,964,381	\$36,315,830	\$139,018,747
FLHP-IRR	\$2,015,000	\$1,360,000	\$1,040,000	\$900,000	\$5,315,000
IM	\$2,830,886	\$30,993,581	\$3,772,000	\$6,129,500	\$43,725,967
NHS	\$47,852,200	\$62,806,500	\$25,283,600	\$93,545,600	\$229,487,900
STP-AZ	\$24,798,071	\$21,047,989	\$2,714,500	\$59,031,300	\$107,591,860
STP-HES	\$1,562,000	\$528,000	\$0	\$0	\$2,090,000
STP-MAG	\$41,683,930	\$38,937,936	\$40,245,652	\$41,444,157	\$162,311,675
STP-TEA	\$7,823,829	\$0	\$0	\$0	\$7,823,829
<b>Total</b>	<b>\$163,560,599</b>	<b>\$188,467,859</b>	<b>\$108,020,133</b>	<b>\$237,366,387</b>	<b>\$697,414,978</b>
<b>Federal Funds Programmed</b>	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>Total</b>
CDBG	\$50,000	\$0	\$0	\$0	\$50,000
CMAQ	\$34,076,895	\$22,220,089	\$20,716,891	\$27,586,901	\$104,600,776
FLHP-IRR	\$2,015,000	\$1,360,000	\$1,040,000	\$900,000	\$5,315,000
IM	\$2,830,886	\$30,993,581	\$3,772,000	\$6,129,500	\$43,725,967
NHS	\$47,852,200	\$62,806,500	\$25,283,600	\$93,545,600	\$229,487,900
STP-AZ	\$24,798,071	\$21,047,989	\$2,714,500	\$59,031,300	\$107,591,860
STP-HES	\$1,562,000	\$528,000	\$0	\$0	\$2,090,000
STP-MAG	\$41,676,000	\$43,380,600	\$35,389,670	\$33,472,668	\$153,918,938
STP-TEA	\$7,823,829	\$0	\$0	\$0	\$7,823,829
<b>Total</b>	<b>\$162,684,881</b>	<b>\$182,336,759</b>	<b>\$88,916,661</b>	<b>\$220,665,969</b>	<b>\$654,604,270</b>
<b>Under/Over</b>	<b>\$875,718</b>	<b>\$6,131,100</b>	<b>\$19,103,472</b>	<b>\$16,700,418</b>	<b>\$42,810,708</b>
<b>%Available</b>	<b>0.54%</b>	<b>3.25%</b>	<b>17.69%</b>	<b>7.04%</b>	<b>6.14%</b>

**TABLE V-5: HIGHWAY LOCAL FUNDING AVAILABLE AND PROGRAMMED, FY 2004-2007**

<b>Local Funds Available</b>	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>Total</b>
Bonds	\$32,936,947	\$62,556,200	\$55,822,200	\$22,322,377	\$173,637,724
General Fund	\$30,514,315	\$14,039,649	\$37,493,617	\$9,097,184	\$91,144,765
HURF	\$150,781,800	\$137,383,886	\$84,796,977	\$112,894,030	\$485,856,693
Impact Fees	\$10,750,000	\$3,500,000	\$0	\$27,530,000	\$41,780,000
Local	\$20,400,000	\$6,060,500	\$36,300	\$0	\$26,496,800
Other	\$26,100,000	\$18,270,700	\$16,166,700	\$15,351,710	\$75,889,110
Private	\$77,528,000	\$102,620,000	\$19,450,000	\$48,350,000	\$247,948,000
RARF/ 15%	\$398,181,729	\$226,135,500	\$183,755,730	-\$8,993,668	\$799,079,291
Sales Tax	\$4,183,860	\$25,652,197	\$5,046,000	\$10,439,700	\$45,321,757
State	\$17,365,072	\$25,619,519	\$19,850,500	\$28,693,600	\$91,528,691
<b>Total</b>	<b>\$768,741,723</b>	<b>\$621,838,151</b>	<b>\$422,418,024</b>	<b>\$265,684,933</b>	<b>\$2,078,682,831</b>
<b>Local Funds Programmed</b>	<b>FY 2004</b>	<b>FY 2005</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>Total</b>
Local	\$275,666,922	\$267,463,132	\$199,361,794	\$197,635,001	\$940,126,849
Private	\$77,528,000	\$102,620,000	\$19,450,000	\$48,350,000	\$247,948,000
RARF/ 15%	\$398,181,729	\$226,135,500	\$183,755,730	-\$8,993,668	\$799,079,291
State	\$17,365,072	\$25,619,519	\$19,850,500	\$28,693,600	\$91,528,691
<b>Total</b>	<b>\$768,741,723</b>	<b>\$621,838,151</b>	<b>\$422,418,024</b>	<b>\$265,684,933</b>	<b>\$2,078,682,831</b>
<b>Over/Under Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Percent Available</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>



**TABLE V-6: HIGHWAY PROGRAMMED OBLIGATIONS BY JURISDICTION AND FUNDING SOURCE  
ACTIVE ELEMENT FY 2004**

Agency	CMAQ	IM/NHS	STP-AZ	Local	Private	RARF/ 15%	MAG-STP	Other Fed <sup>1</sup>	State	Total
<b>Funds Available</b>	<b>\$34,944,683</b>	<b>\$50,683,086</b>	<b>\$24,798,071</b>	<b>\$275,666,922</b>	<b>\$77,528,000</b>	<b>\$398,181,729</b>	<b>\$41,683,930</b>	<b>\$11,450,829</b>	<b>\$17,365,072</b>	<b>\$932,302,322</b>
ADOT	\$1,517,875	\$50,683,086	\$24,798,071	\$18,728,000	\$2,500,000	\$398,181,729	\$39,929,000	\$1,221,477	\$17,365,072	\$554,924,310
Avondale	0	0	0	1,030,214	2,900,000	0	0	499,786	0	4,430,000
Buckeye	0	0	0	4,000,000	300,000	0	0	50,000	0	4,350,000
Chandler	4,670,000	0	0	30,948,500	19,800,000	0	0	500,000	0	55,918,500
El Mirage	0	0	0	1,500,000	0	0	0	0	0	1,500,000
Fountain Hills	0	0	0	0	0	0	0	0	0	0
Gila Bend	0	0	0	0	0	0	0	0	0	0
Gilbert	778,460	0	0	17,713,700	10,950,000	0	0	1,680,000	0	31,122,160
Glendale	665,000	0	0	6,530,590	10,500,000	0	0	834,826	0	18,530,416
Goodyear	752,000	0	0	8,293,000	2,185,000	0	0	0	0	11,230,000
Guadalupe	0	0	0	63,000	0	0	47,000	500,000	0	610,000
Litchfield Park	0	0	0	0	0	0	0	0	0	0
MAG	4,605,000	0	0	192,800	0	0	1,700,000	0	0	6,497,800
Maricopa County	2,705,000	0	0	26,853,000	0	0	0	1,062,000	0	30,620,000
Mesa	2,387,405	0	0	38,029,903	1,968,000	0	0	481,503	0	42,866,811
Paradise Valley	0	0	0	0	0	0	0	0	0	0
Peoria	4,096,065	0	0	14,729,666	2,305,000	0	0	0	0	21,130,731
Phoenix	5,846,600	0	0	65,727,324	12,850,000	0	0	1,606,237	0	86,030,161
Queen Creek	0	0	0	0	0	0	0	0	0	0
Salt River I.C.	0	0	0	2,200,000	0	0	0	2,015,000	0	4,215,000
Scottsdale	1,372,290	0	0	6,135,060	2,400,000	0	0	0	0	9,907,350
Surprise	0	0	0	0	8,870,000	0	0	0	0	8,870,000
Tempe	4,681,200	0	0	27,992,165	0	0	0	1,000,000	0	33,673,365
Tolleson	0	0	0	5,000,000	0	0	0	0	0	5,000,000
<b>Total</b>	<b>\$34,076,895</b>	<b>\$50,683,086</b>	<b>\$24,798,071</b>	<b>\$275,666,922</b>	<b>\$77,528,000</b>	<b>\$398,181,729</b>	<b>\$41,676,000</b>	<b>\$11,450,829</b>	<b>\$17,365,072</b>	<b>\$931,426,604</b>
<b>Under/Over</b>	<b>\$867,788</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$875,718</b>
<b>%Available</b>	<b>2.48%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.02%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.09%</b>

Note 1: Other Fed funds includes CDBG, FLHP/IRR, STP-HES and STP-TEA.

## **TRANSIT PROGRAM FINANCING**

The transit program has \$1.100 billion in funds (see Table V-7). Total transit programmed obligations for this same period also amount to same amount. This provides a balanced funding plan for transit.

The federal funding portion of the transit program totals \$449 million with a similar amount in programmed obligations (see Table V-8). Federal funding provides just under 41 percent of the total transit program funding.

State and local funding for the transit program totals \$651 million for the five-year program (see Table V-8). Total state and local programmed obligations also total \$651 million for a balanced transit program. State and local funding provides just over 59 percent of the total transit program funding.

Transit programmed obligations by jurisdiction and funding source for FY 2004 are shown in Table V-9. Programmed capital obligations for FY 2004 total approximately \$393 million and provides over 35 percent of the total obligations in the four-year transit program. When taken in context with a full five-year program, this amount is usually closer to 30%, which more closely approximates the reasonably expected funds.

The actual level of federal funding available for transit projects in the MAG region during the next five years is not fixed. In order to develop this TIP, it is assumed that an average of just over \$25 million of FTA 5307 Formula funds will be available each fiscal year through 2007. It is assumed that local governments will continue to allocate local matching funds for these projects.

Capital projects can also be funded through the FTA 5309 Discretionary program. However, 5309 funds continue to be distributed on a discretionary basis. The funding sources indicated on the detailed list of projects are subject to revision. Specifically, the discretionary 5309 "New Starts" funds that are shown in later years of the program are subject to approval of a Full Funding Grant Agreement (FFGA) through FTA. The funds currently shown have been reduced from previous years and are more in line with realistic expectations of funding levels, if the FFGA efforts are successful.

## **TRANSIT FUNDING ACRONYM DESCRIPTIONS**

5307 (ex 9CAP and 9OP)	<u>Federal Transit Administration Section 5307</u> : Formula grant program providing for capital and operating assistance to public transit systems. Funds are allocated to urbanized areas on a formula basis.
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5309 (ex 3CAP)	<u>Federal Transit Administration Section 5309</u> : Provides capital assistance to public transit systems. Funds are distributed on a discretionary basis, and the federal share is 83 percent.
5310 (ex 16)	<u>Federal Transit Administration Section 5310</u> : Provides capital assistance to private, not-for-profit organizations providing transportation for the elderly and handicapped.
5311 (ex 18)	<u>Federal Transit Administration Section 5311</u> : Provides capital and/or operating assistance to public transit systems serving non-urbanized areas.
RPTA	<u>Regional Public Transportation Authority</u> : Provides funds for operating regional transit service and assisting community-based transit service. This agency is also known as Valley Metro.
LOCAL	<u>Funds provided by local governments</u> : i.e. bonds, local HURF, taxes etc.
CMAQ-Flex	<u>Congestion Mitigation and Air Quality (Flexible Funding)</u> : This funding is principally Federal Highway Administration funding that is normally targeted for roadway construction, being flexed to transit projects. The "Flex" part of the description specifically indicates that the funds will be transferred from FHWA to FTA books and will be obligated through the FTA Transit Grant Process administered by the designated recipient for the region, the City of Phoenix Public Transit Department.
STP-Flex	<u>Surface Transportation Program (Flexible Funding)</u> : Similar to CMAQ, this funding is principally Federal Highway Administration funding that is normally targeted for roadway construction, being flexed to transit projects. The funds will also be transferred from FHWA to FTA. Currently ALL of the STP funds involved are being provided from State controlled STP sources.

**TABLE V-7: TRANSIT CAPITAL FINANCIAL SUMMARY:  
FUNDING AVAILABLE AND PROGRAMMED OBLIGATIONS, FY 2004-2007 (See Note 1)**

<b>Agency</b>	<b>5307</b>	<b>5309</b>	<b>5310</b>	<b>5311</b>	<b>CMAQ-Flex</b>	<b>Local</b>	<b>STP-Flex</b>	<b>Totals</b>
ADOT	0	0	2,200,000	426,400	0	656,800	0	3,283,200
Chandler	188,883	0	0	0	0	47,221	0	236,104
Gilbert	240,000	0	0	0	0	539,467	1,917,867	2,697,334
Glendale	4,346,646	0	0	0	0	3,104,099	0	7,450,745
Goodyear	0	0	0	0	135,061	944,235	3,641,883	4,721,179
Maricopa County	2,428,490	0	0	0	0	651,310	0	3,079,800
Mesa	10,230,710	10,557,600	0	0	830,626	5,337,376	4,658,921	31,615,233
Peoria	458,490	0	0	0	0	126,310	0	584,800
Phoenix	60,186,955	8,596,500	0	0	3,263,411	47,500,258	5,347,109	124,894,233
Scottsdale	4,328,809	0	0	0	2,222,205	5,827,748	0	12,378,762
Surprise	14,640	0	0	0	0	3,660	0	18,300
Tempe	750,050	0	0	0	2,828,089	33,961,472	0	37,539,611
Valley Metro	19,511,881	25,661,600	0	0	8,747,400	15,922,017	12,366,048	82,208,946
VM Rail	0	253,000,000	0	0	0	536,631,061	0	789,631,061
<b>Totals</b>	<b>102,685,554</b>	<b>297,815,700</b>	<b>2,200,000</b>	<b>426,400</b>	<b>18,026,792</b>	<b>651,253,034</b>	<b>27,931,828</b>	<b>1,100,339,308</b>

Note 1: Funds programmed exactly match funds available.

**TABLE V-8: TRANSIT FEDERAL AND LOCAL FUNDING  
AVAILABLE AND PROGRAMMED, FY 2004-2007 (See Note 1)**

<b>Fund Type</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>Total</b>
5307	\$25,518,207	\$19,871,049	\$30,894,048	\$26,402,250	\$102,685,554
5309	\$15,386,250	\$88,249,450	\$112,742,250	\$81,437,750	\$297,815,700
5310	\$550,000	\$550,000	\$550,000	\$550,000	\$2,200,000
5311	\$106,600	\$106,600	\$106,600	\$106,600	\$426,400
CMAQ-Flex	\$4,897,527	\$5,383,454	\$0	\$7,745,811	\$18,026,792
Local	\$342,874,950	\$386,470,591	-\$12,417,684	-\$65,674,823	\$651,253,034
STP-Flex	\$3,246,320	\$8,779,437	\$5,775,118	\$10,130,953	\$27,931,828
<b>Total</b>	<b>\$392,579,854</b>	<b>\$509,410,581</b>	<b>\$137,650,332</b>	<b>\$60,698,541</b>	<b>\$1,100,339,308</b>

Note 1: The funds programmed exactly match the funds available.

**TABLE V-9: TRANSIT PROGRAMMED OBLIGATIONS BY JURISDICTION AND  
FUNDING SOURCE - ANNUAL ELEMENT FY 2004 (See Note 1)**

<b>Agency</b>	<b>5307</b>	<b>5309</b>	<b>5310</b>	<b>5311</b>	<b>CMAQ-</b>	<b>Local</b>	<b>STP-Flex</b>	<b>Totals</b>
ADOT	0	0	550,000	106,600	0	164,200	0	820,800
Chandler	0	0	0	0	0	0	0	0
Gilbert	0	0	0	0	0	2,397,334	0	2,397,334
Glendale	3,082,276	0	0	0	0	770,569	0	3,852,845
Goodyear	0	0	0	0	135,061	33,765	0	168,826
Maricopa County	632,320	0	0	0	0	158,080	0	790,400
Mesa	2,599,440	0	0	0	135,061	587,625	0	3,322,126
Peoria	244,080	0	0	0	0	61,020	0	305,100
Phoenix	15,198,411	2,386,250	0	0	1,207,040	32,237,279	2,112,320	53,141,300
Scottsdale	320,000	0	0	0	2,222,205	4,885,551	0	7,427,756
Surprise	4,800	0	0	0	0	1,200	0	6,000
Tempe	218,880	0	0	0	574,460	33,258,335	0	34,051,675
Valley Metro	3,218,000	0	0	0	623,700	804,600	1,134,000	5,780,300
VM Rail	0	13,000,000	0	0	0	267,515,392	0	280,515,392
<b>Totals</b>	<b>25,518,207</b>	<b>15,386,250</b>	<b>550,000</b>	<b>106,600</b>	<b>4,897,527</b>	<b>342,874,950</b>	<b>3,246,320</b>	<b>392,579,854</b>

Note 1: Funds programmed exactly match funds available.

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